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No anonymous signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 23RD, 1912.

A GLANCE at the Manila newspapers shows that the excitement of the Presidential Election campaign now in progress in the United States is being fully shared by Americans in the Philippines. A "Roosevelt Club" has been formed there, a "platform" has been published, dealing exclusively with the policy of the United States as regards the Philippines, a meeting has been held and delegates appointed to the Republican National Convention at Chicago. In the "platform" we are told that "the one colossal blunder" of the United States in the islands "can be epitomised in three words, WILLIAM HOWARD TAFT." The charge made against Mr. Taft by the Roosevelt Club is that in his governance of the Philippines he has fostered, upheld and catered to the very Filipino politicians whom he at times so earnestly and truthfully condemned, and that he has "largely ignored and neglected the real Filipino people who had been confided to his care." We heard nothing of all this when Mr. Taft was elected President of the United States three years ago. He was then hailed by the Americans residing in the Philippines as one who knew the needs of the Philippines and who could be trusted to do "the right thing." Mr. Taft had been President of the Philippines Commission and Governor-General of the Islands, and to him had been entrusted the task of carrying out in the Philippines the broad general policy of the Government as dictated by President McKinley and adopted by President ROOSEVELT. If Mr.

TAFT is to be condemned for this, the whole policy of the Government of the United States from the very beginning of the occupation of the islands must fall under the same condemnation. But this is not what the supporters of Mr. Roosevelt desire. They rejected at a recent meeting in Manila an amendment to their platform, which submitted that "the further continuance of the present unsettled condition of these islands is a wrong to all the inhabitants thereof; that the Philippines must always be and must remain American territory; and that future dealings between the government and the Filipino people should be frankly on that basis." Though few at the meeting appear to have had the courage to support this amendment, the "Roosevelt platform" drawn up in Manila means precisely that or nothing at all. This manifesto suggests that "it should be made clear to all that the geographical position of these islands, the central and most important part of the insular fence which guards the coast of Asia, must forever prevent the possibility of the setting up of a weak nation, another Korea, to be the prey of unscrupulous neighbours, to the undoing of the native inhabitants and the destruction of our own Asiatic interests," and further that "it should be made clear to the Filipino people that a diplomatic service and an adequate army and navy for the defence of these islands would involve the imposition of taxes so heavy as to be beyond the power of the people to pay, and, unless new sources of taxation could be found, would lead to speedy national bankruptcy and foreign occupation." The utter futility of attempting to preserve neutrality or even the "open door" in the near neighbourhood of nations which are armed, powerful and ambitious, by "mere paper treaties" is refuted, and the document goes on to state the belief that the Filipino and American peoples should be made to realise that "the Filipino people are not ready for independence, that there is no real prospect that the day will come during the life of any now living when they will be ready, that when they are 'ready' they will no more desire it than do the inhabitants of any other part of the national domain, and that in very truth the best proof of readiness will be the disappearance of any desire therefore." This may be all true enough, but are these the views of Mr. ROOSEVELT? If so, his views must have undergone considerable change since he occupied the White House. In his last Message to Congress (December, 1908) Mr. ROOSEVELT commented on the "marvellous success" which had attended the introduction of self-government in the islands, and said he trusted that "within a generation" the Filipinos would be able to decide for themselves whether they would continue to enjoy the protection of the United States or enter upon an independent course. We have no recollection of Mr. Taft giving to the Filipino politicians a promise more welcome than this. Now, however, the supporters of Mr. ROOSEVELT's candidature for a third term as President tell him that the experiment of granting extensive political power to the Filipinos has been a failure, and that "instead of their having demonstrated their right to an increase thereof, appropriate steps should be taken to provide necessary restrictions as safeguards." Whether these views commend themselves to Mr. ROOSEVELT or to the majority of Americans in the islands we do not know. The Roosevelt Club has a membership of 650, and we learn from one of the speeches at the recent meeting in Manila that there are 5,000 Americans in the islands of whom 4,000 are Republicans. So far as declarations of policy by the rival candidates are concerned we have been unable to discover that they differ in the smallest degree as regards what policy should be pursued by the United States in the Philippines.

The Rev. C. Moyle, the new chaplain to St. John's Cathedral, and Mrs. Moyle arrived here yesterday on board the *Hirano Maru*.

A boy was sent to the hospital from the Connaught Aerated Water Factory at Wanchai suffering from injuries to his hand caused by the bursting of a bottle.

Four boatwomen were yesterday fined \$3 each by Commander Beckwith, R.N., for approaching within thirty feet of the s.s. *Kutsang* without reasonable excuse.

At a sale of Chinese porcelain in New York last month, Mr. John Getz paid \$8,100 gold for a large club-shaped vase of the Kang-hsi period, with a fine landscape decoration.

A Peking telegram says it is the opinion of financial experts there that if the international loan is paid to China in silver there will be an unprecedented advance in the price of silver. There is some talk of recommending that the greater portion of the loan be paid in gold to prevent an inordinate advance in silver.

There is to be a King's birthday parade by the Troops on Monday morning, June 3rd, on the Hongkong Cricket Club ground.

The master of a licensed fishing junk reports that while fishing off Waglan the steamer *Loonyang* collided with his junk and caused two boys to fall overboard, both of whom were drowned.

Mr. W. C. Jack, of Messrs. William Jack & Co., who has been in a poor state of health for some time past, left by the *Mongolia* on a holiday. Dr. J. W. Noble was a passenger by the same steamer.

Four dead bodies were discovered by the police on Tuesday. One was found off the rocks at Cosmopolitan Dock, the second was at Hungnam, and the third was at Samsui. The fourth was found on a buoy in the harbour, having apparently been dumped from a sampan.

Major A. D. Waring, R.A.M.C., Capt. H. L. Holme, R.G.A., Lieut. C. A. N. Hume-Spry, R.G.A., Lieut. A. P. W. Wedd, R.E., R.G.A., 25 men of the R.E., 20 N.C.O.'s and men, 1st K.O.Y.L.I. and various other details have returned to Hongkong from Hankow.

THE MAGISTRACY.

THE MOTOR CAR PROSECUTION. The Indian chauffeur who was charged by the Hon. Mr. Clementi with failing to give notice of the approach of his motor car was fined \$10 or 14 days in prison.

AN UNLICENSED DAIRY.

Inspector Bullen, of the Sanitary Department, presented Wong Hing, of 109, Queen's Road East, on a charge of keeping a dairy without a licence. He had a licence for an eating-house, but failed to take out one for the dairy. He was fined \$50 by Mr. Irving.

SNATCHER PUNISHED.

A Chinese was sentenced to two months' hard labour and ten strokes with the birch for larceny from the person. He with another had followed a little girl into Graham Street, where she had gone to call her brother. The two men snatched the rattan bangles, mounted with gold, from her wrist and made off, but the girl having given the alarm a district watchman gave chase and succeeded in arresting the defendant.

PETTY THEFTS.

A Chinese was sentenced to fourteen days' imprisonment for being in unlawful possession of fancy goods.

A fine of ten dollars or fourteen days in prison was the punishment meted out to a Chinese who was convicted of stealing a quantity of building material from Wanchai.

A passenger on the s.s. *Kwangtung* was ordered to receive twelve strokes with the birch and to be detained for eight hours for having stolen a bundle of clothing from another traveller on the steamer. For stealing a bird in a cage, which was hanging outside a shop in Wanchai, a Chinese was yesterday sentenced to one month's hard labour.

REVENUE OFFICERS CHARGED.

The case was continued in which three revenue officers were charged before Mr. C. D. Melbourne with having assaulted four Chinese and endeavoured to force them to make admissions concerning a charge of being in possession of opium—that had been preferred against them. The four men had been charged in the first instance with having been in possession of opium on the s.s. *Loonyang*, and the witness called yesterday stated that the four of them were taken to the Harbour Office, where they were assaulted and asked to admit that the opium found on the ship belonged to them. They all declined to do so except the witness who, fearing further ill-treatment which he could not stand in his weak state of health consented to admit that the opium was his. The hearing was adjourned.

WHEAT-GROWING IN PLACE OF OPIUM.

The export of opium at Ichang last year decreased from 8,075 to 18 cwts. The Szechuan drug arrives at Ichang in likin junks from Chungking and is transhipped through the Maritime Customs. The value of the total exports from Ichang was, in consequence of the practical extinction of opium, only about one-seventh of the value of the previous year.

Mr. Hewlett, the Acting British Consul at Ichang, in his annual report draws attention to the fact that wheat appears in the returns for the first time. This commodity, he says, is now grown in many parts of Szechuan which were formerly devoted to the poppy, and the 1911 crop was exceptionally fine.

BILLIARDS.

Two more games in the billiard tournament at the Seamen's Institute have been played. Ryan (Mr. Fathan) beat Gorman (H.M.S. *Tamar*) by 20; and Turner beat Gate.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE SIX-POWER LOAN.

THE AUSTRIAN APPLICATION.

LONDON, May 22nd.

A Paris telegram states that it is understood that it has been intimated that the Austrian proposal for inclusion in the Six-Power group would make the scheme unworkable, but that every facility would be offered to Austria for financial participation in the loan.

THE OPIUM QUESTION.

LONDON, May 22nd.

Sir Edward Grey, replying to Mr. Rees, in the House of Commons, said that the Government understood that the present Provisional Chinese Government was as earnest as its predecessor regarding the suppression of opium growing, but if any reluctance was displayed to take over its obligations in that connection, the whole question of the agreement would be raised.

GERMAN FORCES IN CHINA.

LONDON, May 22nd.

The Budget Committee in the Reichstag has sanctioned the supplementary estimate for Kiauchau, amounting to 650,000 marks, to cover the expense of protecting German interests during the disturbances.

THE LATE KING OF DENMARK.

LONDON, May 22nd.

Prince Arthur of Connaught is representing King George at the obsequies of King Frederick and has started for Copenhagen. Queen Alexandra and the Empress Marie will leave later.

THE PRINCE OF WALES.

LONDON, May 22nd.

The Prince of Wales has arrived at Toulon, and proceeded on board the battleship *Danton*, on board which a luncheon party was given in his honour. Afterwards the fleet weighed anchor and proceeded to sea.

LORD HALDANE FOR GERMANY AGAIN.

LONDON, May 22nd.

The newspapers announce that Lord Haldane starts to-night for Berlin, where he will stay for ten or twelve days on purely private business.

It is now announced that Mr. Haldane is making his annual holiday trip to Germany, which the coal strike in the eastern counties compelled him to postpone. He will not visit Berlin.

GERMAN ARMY AND NAVY BILLS.

LONDON, May 22nd.

The Reichstag has passed the third reading of the new Army and Navy Bills.

GERMAN POLITICS.

LONDON, May 22nd.

The Reichstag has decided to postpone the reduction of the sugar tax, in order to meet the new military expenditure.

ITALY AND TURKEY.

LONDON, May 22nd.

The Italians have captured the island of Cos.

UNREST IN PERSIA.

LONDON, May 22nd.

A telegram from Teheran states that the report that Yeprim, the Persian chief of police, was treacherously murdered is discredited. He was shot from a fort which was believed to have been evacuated. Yeprim's followers afterwards stormed the fort and killed all inside.

SENTENCED TO SIBERIA.

LONDON, May 22nd.

Mr. Adland, in his statement in the House of Commons concerning Miss Malecka, who had been sentenced to imprisonment for consorting with revolutionaries, said that the Russian Government had stated that there was incontrovertible proof of Miss Malecka's Russian nationality.

[THROUGH REUTER'S AGENCY.]

LIFE-SAVING APPARATUS ON SHIPS.

LONDON, May 22nd.

The House of Commons discussing the vote for the Board of Trade, passed severe criticisms on the Marine Department in connection with life-saving apparatus. Mr. Sydney Buxton said the Government was consulting with Germany with a view to convening an International Conference in that connection. This, however, would not delay the issue of amended regulations by the Department. The time was ripe for the extension of wireless, and he was considering the expediency of some form of compulsion. Ninety-five per cent. of the shipowners assured him that they intended to provide their ships with sufficient boats to accommodate all on board.

ANOTHER STRIKE THREATENED.

LONDON, May 22nd.

The transport workers seem disposed to take up the cause of the London lightermen, bringing to a complete standstill the trade of the port of London, and even a general strike is regarded as not improbable.

LATER.

Mr. Sydney Buxton, President of the Board of Trade, speaking in the House of Commons, announced the appointment of a Court to inquire into the dispute in the Port of London.

INDUSTRIAL UNREST.

LONDON, May 22nd.

Mr. Bonar Law addressed five thousand Unionists at Glasgow, and dealt with the causes of industrial unrest. He said the one remedy was co-partnership, but the State could do much by a change in the fiscal system.

Mr. Bonar Law made no attack on Home Rule.

BRITISH NAVAL DEFENCE.

LONDON, May 22nd.

Mr. Asquith and Mr. Churchill have left for Genoa for a naval inspection of Malta and Gibraltar.

THE NAVAL ESTIMATES.

LONDON, May 22nd.

The *Morning Post* says it is understood that the question of adding a Dreadnought to the naval estimates is under discussion.

ATTRactions OF NAVAL SERVICE.

LONDON, May 22nd.

The Admiralty is considering the question of rendering the Service more attractive. The first step will be an increase of pay to the seamen and stokers, and the application of canteen profits to pensions for dependents of men dying or disabled while in the Service.

AMERICAN PRESIDENTIAL ELECTION.

LONDON, May 22nd.

A telegram from Columbus states that heavy voting is taking place in connection with the presidential primary elections in Ohio especially in the cities where the voting is largely in favour of President Taft. The farmers, who are supposed to favour Col. Roosevelt, are behind with their corn planting, and are not voting as numerous as was expected.

FRANCE IN MOROCCO.

LONDON, May 22nd.

A telegram from Mogador says that the tribesmen of the Sus and Aglo districts have proclaimed Mala Min Sultan of the Sus district. The movement is anti-French, and is supported by influential Kaids.

CROSS-CHANNEL FLIGHT.

LONDON, May 22nd.

The Belgian aviator Crouberg ascended at Nieuport Bains and flew to Canterbury, dropped salutations to Britain, and returned in the direction of Calais without alighting.

CAPT. AMUNDSEN AT MONTE VIDEO.

LONDON, May 22nd.

Capt. Amundsen has reached Monte Video.

[THROUGH REUTER'S AGENCY.]

FRENCH POLITICS.

LONDON, May 22nd.

M. Delcassé has declined nomination for the office of President of the French Chamber of Deputies.

TROPICAL RESEARCH.

LONDON, May 22nd.

Sir William Bennett has given to the London School of Tropical Medicine £10,000 bequeathed to him by Lord Wandsworth, for the purpose of medical research.

OBITUARY.

LONDON, May 22nd.

The death has occurred of Sir Julius Wernher, a member of Wernher, Beit & Co.

DEATH OF MR. A. J. BASTO, OF MACAO.

Macao has just lost by the death of Commandador Antonio Joaquim Basto, one of its most prominent and most highly respected citizens, and members of the Portuguese community throughout the Far East will learn the news with the deepest regret. He died on Monday night at his residence. The deceased was educated at the Royal College of St. Joseph at Macao in the early sixties, under the Jesuit Fathers Rondon and Mattos, and subsequently went to Goa (Portuguese India) to study law, where he obtained his diploma. An advocate and has since been practising in Macao (and occasionally also in Shanghai). For forty years he continued to enjoy a well-earned reputation as the leading Portuguese barrister in the Far East. He served several times as Attorney-General or Delegate of the Crown and Revenue, and as Judge and Protector of the Chinese. He took a very active interest in public affairs in Macao, and had served three terms as President of the Municipality of the Colony, and had long been a member of the Government Council. In the course of his career he had acted as Secretary of the Portuguese Diplomatic Mission to Japan and Siam for the revision of treaties; and for fifteen years acted as French Consular Agent in Macao, subsequently being appointed honorary Vice-Consul there. When he resigned this office, Mr. Basto received from the French Government a letter of cordial thanks for the services he had rendered.

Mr. Basto had many decorations, including the following:—Chevalier and K.C. of the Military Order of our Lord Jesus Christ (Portugal); the Order of the Rising Sun (Japan); the Order of the Crown of Siam; the Order of Redemption of the Republic of Liberia; and Chevalier of the Legion d'Honneur. Mr. Basto was a fellow of the Geographical Societies of Lisbon and London, and besides having written several pamphlets he edited the now defunct newspaper *Macaoense*. Mr. Basto engaged in journalism for over thirty years, and was on one occasion prosecuted by the Government for libel, but secured an acquittal on appeal to the Supreme Court at Goa.

Socially Mr. Basto was one of the most genial of men, and extremely popular, and the deepest sympathy is felt for the widow and family in their sad bereavement. Mr. Basto leaves five sons and a little daughter.

The funeral took place on Tuesday. The large body of mourners included the Church Body with the four crosses of the four parish churches, and the full congregation of St. Joseph's College with the Seminarists.

NAVAL SHIPBUILDING.

54 BRITISH VESSELS ON THE STOCKS.

According to Lloyd's Register of Shipping the tonnage of British warships under construction is as follows:—

Battleships—Devonport and Portsmouth two each, 48,000 tons displacement in both cases. At private yards three of 67,500 displacement.

Armoured cruisers.—At Royal Dockyard none. At private yards four of 9,450 tons displacement.

Protected cruisers.—At Chatham one of 5,400 tons displacement. At private yards four of 21,600 tons displacement.

Third class cruisers.—At Pembroke two of 6,880 tons displacement. At private yards none.

Torpedo-boat destroyers.—At Royal Dockyards none. At private yards 21 of 20,580 tons displacement.

Submarines.—At Chatham four of 3,160 tons displacement. At Barrow nine of 7,170 tons displacement.

Total of all classes: British, 54 of 319,730 tons displacement.

At private yards there were building at the end of the quarter, classified as "foreign or not stated," three battleships of 79,000 tons displacement; one armoured cruiser of 26,000 tons displacement, one scout, and one torpedo-boat destroyer.

CANTON

[FROM OUR OWN CORRESPONDENT.]

May 20th.

DREDGING THE RIVER.

Numerous complaints have been received lately about the shallowness of the river in places and the manner in which sand is allowed to silt up at various points. People have been agitating for some time for dredgers to do this work, but the Government did not see its way to expend the money. Now it is stated that a second-hand dredger has been procured at a cost of \$7,000 and is capable of doing this work slowly. There are parts of the river which call for immediate action, especially that part from the boat-house on Shamoon to the U.S. Navy buoy. The merchants are very anxious to see this work put through and it will be an improvement much appreciated by shipping.

TAXING THE RIVER POPULATION.

Quite a hundred thousand people, or more live on boats of all sorts and descriptions on the river, and these people enjoy several privileges denied to their brethren on dry land. They have no police tax to pay to the same extent, and the different street levies for one thing and another do not bother them, so the Government in their search for ways and means of raising sufficient revenue has decided to impose a monthly tax on all boats in the Canton River. It is proposed to tax every kind of vessel from trading junk down to dug-outs, and from \$4 down to 5 cents per month is the range of the tax. This should bring in quite a respectable sum of money and should also help wonderfully in controlling the boats on the river. There are places where crowds of boats lie moored together for no other apparent reason than that the Chinese are more gregarious than the average people, and these portions of the river are often completely blocked. A certain amount of control is exercised, but especially with sampans there is room for great improvement and the present seems to be a good time to take this up.

KNOCKING DOWN THE CITY WALL.

Some time ago we reported that the soldiers, Engineering Soldiers as they are called, who have been for the past five months engaged in knocking down the wall and carrying away the stone and refuse, were to be dismissed and the work given out to contractors. On the 18th inst. these men were completely disbanded and tenders received. The soldiers were of no great use and simply did as much work as they pleased in whatever way they pleased. They were progressing very slowly and were constantly getting themselves into trouble with the owners of houses and shops, with whom they deal in a very high-handed manner. It is estimated that \$135,000 have been spent on the work for which little or no return has been made. Merchants, shopkeepers and householders near the wall and whose property is involved are all anxious that the work should be done by private contractors, which is in itself significant.

CHAN KWING MING.

Chan Kwing Ming in his old position continues to use very stern and strong measures for the extermination of robbers and pirates in the City, Suburbs and Delta, and he has executed over a hundred criminals during the last few days. As before when he was Governor, a certain section of the people who do not know what is good for them are up against his high-handed manner of dealing and his evident cheap regard of human life. They have sent a petition to the Provincial Assembly, not this time to request his dismissal and punishment, but to request that he be instructed to be more lenient, and their petition is receiving attention. It is no use saying one thing and doing another, and the Government, who are pledged to put down piracy and robbery, are bound to support Mr. Chan, for though his methods are at times severe, still, as examples they are necessary, and he is consistently stern and does not pander to any section. The very people who are complaining of his actions are the ones who will reap the benefit, and those merchants who are objecting must have bad consciences or something of the kind.

EDUCATION.

The new Commissioner of Education is already making his presence felt. He has observed that the funds for education and the upkeep of the Government Schools have since the revolution been partly and often wholly devoted to other purposes, and that consequently education in the province has taken a step backward. Now all these funds are to be religiously restored and more money granted, as one thing the new Government is very strong on the need, the immediate need, for education.

ARMS AND AMMUNITION.

People are still being arrested daily for being in possession of revolvers and pistols, etc., without a licence, and several systematic searches have resulted in good finds of this description. At Sin Nu Street in the old city the other day a search was made in a boarding-house of which there are many here, and resulted in the arrest of several persons and the capture of a considerable amount of arms and ammunition.

REPAYMENT OF LOAN.

When this province was declared independent money was greatly needed and the Government in a very tight fix, so that when \$700,000 was raised as a loan in Hongkong among sympathisers a promise was given to return the money within a year twofold. Now that the exchequer is little if anything better than it was then and that the day of reckoning is at hand, it has been arranged to pay 50 per cent. interest only and to repay the whole sum on the 20th inst., which is to-day.

CLAN-FIGHTING.

In the Fa Yuen district from time to time there is trouble caused by family feuds which sometimes last a long time and cause a lot of loss and damage. Just lately two clans have been at each other's throats about practically nothing, and the Government has decided to take strong action to prevent any recurrence. They have sent up a regiment of soldiers to disarm the whole of the village and take prisoners any suspicious characters or any men whom they think may be the cause of the trouble.

MR. HIPPLESLEY ON THE REVOLUTION.

PRESENT CONDITIONS AND FUTURE OUTLOOK.

At a meeting of the Central Asian Society on the 24th ult. Mr. Alfred E. Hippleasley, the well-known ex-Commissioner of Maritime Customs in China, lectured on "The Revolution in China: Present Conditions and Future Outlook." Lord Ronaldsday, M.P., presided. Following is an amplification of the digest of the lecture which was cabled out last month.

Mr. Hippleasley first traced the cause of the revolution, and showed that it had been long and carefully planned to take place in December last, and the fact that it broke out two months earlier was due to the accidental explosion of a bomb in a house at Hankow, where bombs were being manufactured. The revolution was the most bloodless in history. But there had been regrettable massacres of Manchus, and a deplorable feature had been the frequent use by the revolutionaries of bombs to assassinate leaders on the other side. A company of bomb throwers in uniform actually formed part of the revolutionary army. The statement of the Provisional Government in the January manifesto that the establishment of a Republic was "the formal declaration of the will of the Chinese nation" was mere political clap net. The vast bulk of the nation know nothing about different forms of government, and if many of the people had appeared to side with the revolutionaries it was because they had been hoodwinked with promises of a Utopia, in which trade would increase by leaps and bounds and taxation be reduced to a minimum. The intellectual classes were almost to a man against the Republic, and its only supporters were the military officers and students educated in Japan and some of those educated in America. It was true that the administrative system hitherto followed in China, under which the provinces governed themselves, had rendered the adoption of Parliamentary institutions less difficult than in any other Oriental nation. It was not the institution of Parliamentary government so much as the haste with which it was being introduced that constituted the danger to the country.

The revolutionaries were optimists almost to the degree of being visionaries. They were satisfied with the superficial appearance of things, and did not trouble themselves to study fundamentals. They had as a rule contented themselves with destroying the old Government, and over vast sections of territory absolute anarchy prevailed. To restore order large military forces were required, and these would entail heavy expenditure. The raising of further large foreign loans seemed inevitable, but how could the funds required to cover the cost of such loans be raised except by a more honest system of collection than at present? The Cantonese, who had chiefly engineered the present movement, were mistrusted in Central and Northern China. The growth of inter-provincial jealousies and a tendency on the part of each province to place its own interests above those of the nation had become increasingly manifest in recent years. It now threatened separation, if not general disintegration. There were also the dangers of a military dictatorship and of foreign intervention. The Powers sincerely desired to allow China to work out her salvation in her own way, but if anarchy continued long they might be forced to intervene not only in order to protect their own interests, but for the sake of humanity and in the interests of the Chinese themselves. China would be indeed fortunate if she could set up a stable Government without passing through an intervening period of several years of strife and bloodshed.

Mr. Byron Brennan said that he was even more pessimistic as to the outlook than the lecturer. The provinces had been largely independent of the Central Government, and their antagonisms would make it almost impossible for China to be one nation again. It would probably be divided into three or four different Governments. The main danger of foreign intervention would probably arise from the Powers encouraging their bankers and financial groups to lend money, and when funds were not forthcoming for the service of the loans the Powers would be urged to put pressure upon China to provide new sources of taxation.

The Chairman said one effect of the revolution was likely to be the inability or unwillingness of China to carry out her part of the Opium Agreement with Great Britain. If that were the whole purpose of the Agreement would be rendered nugatory, and India would have lost a large revenue under unfair conditions.

SUPREME COURT.

Wednesday, May 22nd.

IN SUMMARY JURISDICTION.

Before Mr. H. H. GOMPERTZ (POISSON JUDGE).

CLAIMS FOR WAGES.

Three Chinese claimed from Cheong Wo Chan and another, managing partners of the Hong Kong Steamship Co., the sums of \$282.40, \$490, and \$109.70, balance of wages alleged to be due to them as employees of the firm.

Mr. Otto Kong Sing appeared for the plaintiffs and Mr. Shenton (Deacon, Looker & Deacon) for the defendant Cheong Wo Chan.

Mr. Shenton—In this case I made an application to your Lordship for my client to appear to-day.

His Lordship—Is your client not here? Mr. Shenton—No, he is at Wuchow, and I see no reason why there should not be an adjournment of this case.

His Lordship—Will it be necessary for me to take evidence to-day?

Mr. Shenton—In regard to two of the cases the evidence is the same, but in regard to the third the plaintiff is the pilot of a ship, engaged in a different way.

Mr. Otto Kong Sing—In this action a writ was issued against the defendants, who, it is alleged, were partners in the Hong Kong firm of shipowners. According to the instructions of the firm, the two plaintiffs were engaged by two different employers. In one case the claim was for \$106.70. The plaintiff was employed at \$15 a month, and received certain payments on account. In the other case, the claim was for \$282.40, due to the plaintiff as a clerk in the employ of the firm. I think it will facilitate matters if I take the two cases together, because each man will give similar evidence in his own case.

The hearing was adjourned until June 10th.

GERMAN RAILWAY CONSTRUCTION IN CHINA.

The report published in *The China Press* (Shanghai) some days ago that Germans had secured control over the northern section of the Tientsin-Pukow Railway is declared inaccurate by an official connected with this railway. The report, he said, originated from certain misconstrued circumstances. The northern section extending from Tientsin to Likou has been financed and constructed by German engineers. The initial capitalization has been so great owing to enormous expenditure defrayed in costly buildings and stations that an additional sum must be obtained to continue the construction. The impoverishment of the Chinese government has rendered it difficult to obtain more loans in Europe. The German syndicate was therefore approached to advance \$300,000 for the railway. But owing to the present loan entanglement the German syndicate demanded special supervision of the sum to be advanced to see it is devoted to the railway construction. The Chinese authority considered the condition reasonable, but proposed that the chief accountant, who is a German, might be instructed to sign for and superintend the expenditure of the sum. All this was simply a temporary discussion and the negotiation so far has not been carried out. The railway official explained that perhaps this proposed advancement might give rise to the report.

FORECAST FULFILLED.

THE "TITANIC" FATE FORETOLD IN A NOVEL.

How strangely imagination may anticipate history has seldom been more remarkably shown than in the disaster to the *Titanic*, says the *Daily Mail*. It was foretold in many of its details in a curious little novel by Mr. Morgan Robertson, entitled "Futility," published in the United States fourteen years ago. The story tells how a monster liner, the *Titan*, "was the largest craft afloat and the greatest of the works of men. In her construction and maintenance were involved every science, profession, and trade known to civilisation." She was believed to be "unsinkable, indestructible." She carried 2,000 passengers, and she started on her voyage across the Atlantic in April.

She was running at full speed when "a shout from the crow's nest split the air. 'Ice,' yelled the look-out; 'ice ahead. Iceberg. Right under the bows.' The first officer amidships and the captain, who had remained there, sprang to the engine-room telegraph. In five seconds the bow of the *Titan* began to lift, and ahead and on either hand could be seen through the fog a field of ice which arose in an incline to a hundred feet high in her track. There was a deafening noise of steel scraping and crashing over ice. Forty-five thousand tons—deadweight rushing through the fog at the rate of fifty feet a second had hurled itself at an iceberg. "Had the impact been received by a perpendicular wall the elastic resistance of bending plates and frames would have overcome the momentum with no more damage to the passengers than a severe shaking up, and to the ship than the crushing in of her bows and the killing to a man of the water below. She would have backed off, and, slightly dented by the head, finished the voyage at reduced speed. "But a low beach, possibly formed by the recent overturning of the berg, received the *Titan*, and with her keel cutting the ice like the steel runner of an ice boat and her great weight resting on the starboard bilge she rose out of the sea higher and higher—then she heeled overbalanced, and crashed down on her side to starboard."

LONDON UNDERWRITERS AND MR. ISMAY.

THE MESSAGE OF SYMPATHY.

The signatures of all the London underwriters on the *Titanic* were appended to a note expressing sympathy with Mr. Bruce Ismay. In addition to those financially concerned, a few others desired to support the action. The terms of the note, which were telegraphed to Mr. Ismay, were as follow:—

We, the undersigned marine underwriters, desire to express to you our very sincere sympathy in the pain and loss which the disaster to the White Star Steamship Company's steamer *Titanic* has brought to you.

In reply, a telegram in the following terms was received by Messrs. Morgan, Grenfell, and Co. from Mr. Ismay:—

Please convey to the marine insurance companies and Lloyd's underwriters my sincere and heartfelt thanks for their kind message of sympathy, which is deeply appreciated.—BRUCE ISMAY.

The main significance of such an interchange of messages, the *Times* says, is that it is believed to be unique. Underwriters smarting under a serious loss are not accustomed to sign spontaneously a letter of condolence to the owners, and it is safe to assume that they would never have done so in the present case but for the events of the previous few days at Washington. It would be imperative from their point of view, even were it not for the safety of the travelling public, that a searching inquiry should be instituted into the loss of the *Titanic*, but they know that to be of real value the investigation must be conducted by men possessing thorough nautical knowledge and must be impartial. Not a little of the weight attaching to the note is due to the fact that the signatories represent companies and individual underwriters who are now finding the best part of \$500,000 in payment for the hull and a great many thousands of pounds for cargo and valuable sunk, and who, it can be said without hesitation, were never so bitterly disappointed with the way a risk ran as they were with the *Titanic*. The low level of the premium and the re-insurances on other large vessels at higher rates that are now being effected are proofs of that. Many of the signatories have lost friends or relatives in the disaster, and have paid dearly for taking on trust the builders' and owners' unlimited belief in the strength of the ship; but those considerations do not overrule the underwriters' sense of fair play.

"LABBY" AS A GAMBLER.

Some more old and entertaining stories of Mr. Labouchere appear in *Truth*. Writing in December, 1877, he says:—"I once nearly starved owing to my passion for gambling. I was an attaché at Washington, and I was sent by the Minister to look after some 'Irish patriots' at Boston. I took up my residence at a small hotel, and wrote down 'Smith' in the hotel book as my name. In the evening I went to a gambling establishment, where I incontinently lost all the money I had with me except half a dollar. Then I went to bed, satisfied with my prowess. The next morning the bailiffs seized on the hotel for debt, and all the guests were requested to pay their bills and to take away their luggage. I could not pay mine, for an excellent cause, and so I could not take my luggage to another hotel. All that I could do was to write to Washington for remittances, and to wait two days for their arrival. The first day I wandered about and spent my half-dollar on food. It was summer, so I slept on a bench in the park, and in the morning went to the sea to wash myself. I felt exceedingly independent of all the cares and troubles of civilisation. But I had nothing with which to buy myself a breakfast."

WITHOUT FOOD AND PENNIES.

"I began to feel exceedingly hungry, and," Mr. Labouchere proceeds, "this feeling increased to such an extent towards evening that I entered a restaurant and ordered dinner without any very clear idea how I was to pay for it, except by leaving my coat, and possibly my trousers, in pledge. In Boston the restaurants are in cellars, and there is a bar near the door, where sits the proprietor to receive payment. As I consumed my dinner I observed that all the waiters, who were Irishmen, were staring and pointing at me. A guilty conscience made me presume that this was because I had an impudently look, and that they were discussing whether my clothes would cover my bill. At last one of them approached me and said, 'I beg your pardon, sir, are you the patriot Meagher?' Now this patriot was a gentleman who had aided Smith O'Brien in his Irish rising, had been sent to Australia, and had escaped thence to the United States. It was my business to look after 'patriots,' so I put my finger before my lips and said, 'Hush!' while I cast up my eyes to the ceiling as though I saw a vision of Erin beckoning to me. It was felt at once that I was Meagher."

GENERAL HANDSHAKING.

Mr. Labouchere thus ends his story:—"The choicest viands were placed before me and most excellent wine. When I had done justice to all these good things I approached the bar and asked holdly for my bill. The proprietor, also an Irishman, said, 'From a man who has suffered in the good cause, like you, I can take no money; allow a brother patriot to shake you by the hand.' This I allowed. I further allowed all this waiters to shake hands with me, and stalked forth with the stem, resolved, but somewhat condescendingly dismal air which I have seen assumed by patriots in exile. Again I slept in the park, again I washed in the sea. Then I went to the post-office, found a letter for me from Washington with some money in it, and breakfasted."

THE SIAK CASE.

A FURTHER DEVELOPMENT.

One more development, says the *N. C. Daily News*, has taken place in the tangle arising out of the Siak Indrapura Rubber Concessions, Ltd. This latest offshoot was conveyed in a telegram received by the liquidator of the company, Mr. J. E. Bingham from his Hongkong office on May 16th, the telegram being as follows:—

Nijhuis has issued a writ against Bingham's conspiracy to obtain property of Oost-Sumatra, false pretences.

Upon the face of it (adds our contemporary) this amounts to a criminal charge, and in this connection it is interesting to recall a hearing upon a writ of *mandamus* which occupied the attention of the Supreme Court here, when Dr. Nijhuis endeavoured to have a warrant upon a similar charge issued. It is understood that Mr. Bingham will shortly proceed to Hongkong in person to defend the case.

THE JUDGMENT.

It may be remembered that at one of the last hearings in Shanghai of the Siak case Mr. J. C. E. Douglas, counsel for the Siak Co., mentioned with reference to the proposal to distribute the assets to the shareholders, that they would probably secure the judgment against being reversed upon a possible appeal. Inquiry has since been made with reference to the matter. One company which formerly did business of this sort has replied that it no longer takes the risks, while in the case of Lloyd's, where this business is still undertaken, the reply has been received that they do not now grant such policies until after taking the opinion of King's Counsel. It is understood that in all likelihood no further steps will be taken to have the judgment insured.

SEA-SICKNESS.

The causes of this form of disturbance, according to a comprehensive treatise just published by Dr. Ludwig Schleich in *Ueber Landa und Meer* are too various to yield to one panacea. The final cause is the disturbance to the pneumo-gastric nerve, and has nothing to do with the digestive apparatus. The nerve is disturbed by a successive series of rhythmic shocks, which upset its equilibrium suddenly, very much in the same way that the disturbance to the pneumo-gastric produces a charge of frictional electricity. There is in the one a gradual accumulation of mechanical strains leading to a kind of explosion; and in the other an accumulation of irritation to the pneumo-gastric nerve, or to its telegraphic centre in the brain by irregular pendulum movements. These movements may act in more than one way. The rhythmic shocks may affect the brain, which is all too loosely hung in the skull; or there may be irritation of the nerves at their exit from the skull; or, again, there may be an irritation of the nerve endings in the body owing to the pendulum swinging of the voyager's interior organs, or yet again the series of shocks may be a source of irritation to the ganglions in the skin of the abdomen. This does not exhaust the possibilities. A special sense of equilibrium is located in the semi-circular canals of the inner ear; and it is in this provision that we owe our ability to orientate ourselves. Affections of the inner ear rob the sufferer of the power of balance. A series of rhythmic shocks to these canals, in which float fibres of the auditory nerve, frequently provokes a kind of reflex action in the nervous system. The irritation of the optic nerve contributes to the disturbance, and the shaking of the brain, by cutting off the supply of blood to the blood vessels, contributes to disaster. It will be seen that while one or other of these causes may be checked, it is hard to deal with them all, and Dr. Schleich gravely surveying the situation has nothing to recommend beyond lying still and tightly winding bandages about the waist.

KIPLING AND ULSTER.

In connection with the Home Rule Campaign, Mr. Rudyard Kipling has published some spirited verses entitled "Ulster," from which we take the following:—

The dark eleventh hour
Draws on and now we sold
To every evil power
We fought against of old.
Rebellion, rapine, hate,
Oppression, wrong and greed
Are loosed to rule our fate,
By England's act and deed.
The faith in which we stand,
The laws we made and guard,
Our honour, lives and land,
Are given for reward
To Murder done by night,
To Treason taught by day,
To folly, sloth, and spite,
And we are thrust away.
The blood our fathers spilt,
Our love, our toils, our pains,
Are counted us for guilt,
And only hind our chains.
Before an Empire's eyes,
The traitor claims his price,
What need of further lies?
We are the sacrifice.

We asked no more than leave
To reap where we had sown,
Through good and ill to cleave
To our own flag and throne,
Now England's shot and steel
Beneath that flag must show
How loyal hearts should kneel
To England's oldest foe.
Believe, we dare not boast,
Believe, we do not fear—
We stand by your cost
In all that men hold dear.
What answer from the North?
One law, one land, one throne.
If England drive us forth
We shall not fall alone.

INTIMATIONS

TEETHING ECZEMA IN RED BLOTCHES

On Face, Head and Ears. Stratched Until It Bled. Had to Cover Her Hands. First Dressing with Cuticura Soap and Ointment Allayed Itching. Soon Completely Cured.

"When my baby was six weeks old she broke out in her face in red blotches, then her head and ears were affected. She scratched herself till the blood said to drip off her ears. I used to cover her hands up and her ears. Her sufferings were terrible."

"I tried altamonts and blood mixtures but none of them did her any good. I took her to the doctor and he called it teething eczema. Looking through the paper, I saw how a case similar to my baby's was cured by Cuticura Soap and Ointment. I resolved to try some. The first dressing allayed the itching. I kept on with the Cuticura Soap and Ointment and in a short time her face and head were quite clear, and she was completely cured through the use of the Cuticura Soap and Ointment. I tried different kinds of ointments and medicine but after trying the sample of Cuticura Soap and Ointment I bought a large box. She is now one year and nine months old and her face is as smooth as anything." (Signed) Mrs. Fairclough, 1107, 7th Street, East, New York, N. Y., July 18, 1911.

A single cake of Cuticura Soap and box of Cuticura Ointment are often sufficient. They are sold throughout the world. A liberal sample of each with 32p. book free from nearest depot: F. Newberry & Sons, 27, Charterhouse St., London; R. Towns & Co., Sydney; N. & W. L. Lunn, Ltd., Cape Town; Muller, Margen & Co., Calcutta; and Bombay: Potter D. & Co., sole agents, Boston, U.S.A.

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BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES

IN testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. A physician is needed to will so advise you. Leave ground and polished on the premises.

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NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the Season will be held at HAPPY VALLEY, on SATURDAY, the 25th May, 1912, commencing at 3.00 P.M.
The Charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half-Price.
The Committee invite the Ladies of Hongkong to be present.
At the conclusion of the racing the two well-known race ponies "Birlingham" and "Anchored" will be sold by Public Auction.
REGINALD F. C. MASTER,
Hon. Secretary and Treasurer.
Hongkong, 23rd May, 1912. [731]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 27th instant.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 23rd May, 1912. [734]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 27th instant.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 23rd May, 1912. [735]

SIAM INDRAPRAKERA RUBBER CONCESSIONS, LTD.

NOTICE IS HEREBY GIVEN to all the Parties Concerned that by Order of the Honourable Court of Hongkong of the 18th of May, 1912, a Petition for Winding Up by this Court of the above-mentioned Company will be heard in the said Court on MONDAY, the 10th of June, 1912, G. Y. NIJHUIS, Petitioner.
Hongkong, 23rd May, 1912. [732]

TO LET.

ON 2ND FLOOR, No. 2 PEDDER STREET, TWO-ROOMED OFFICE, entry on or about 1st June.
Apply to Property Office,
JARDINE MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [733]

WANTED.

FOREMAN PRINTER and BOOK-BINDER. Required immediately for healthy district, North China. Must have practical experience of letterpress, litho, display and news, binding, &c. Capable of ordering stock. Practical knowledge of linocutting and repairs. Competent to estimate and thoroughly acquainted with the trade in the East. Must be strict disciplinarian and accustomed to Chinese staff. Progressive salary. Apply stating full particulars to—
G. M.
Care of "Daily Press" Office.
[727]

WANTED.

STATIONER and BOOKSELLER. Wanted September. Accustomed to Eastern trade. Must have thorough knowledge of stationery trade and sundries, able to make purchases and take charge of store. Must be well recommended. Healthy climate, North China. Progressive salary. Please apply now stating full particulars to—
G. M.
Care of "Daily Press" Office.
[728]

WANTED.

EXPERIENCED BOOKKEEPER for the end of the year by German Firm. First Class References Required.
Apply—
"BOOKKEEPER"
Care of "Daily Press" Office.
Hongkong, 18th May, 1912. [722]

WANTED AT ONCE.

EXPERIENCED SHIPPING CLERK.
Apply—
A. B. E.
Care of "Daily Press" Office.
Hongkong, 17th May, 1912. [720]

NOTICE.

THE FIRST U. S. E. C. MIXED BATHING PIONIC will be on MONDAY, 27th May. Launch will leave Murray Pier at 4 P.M. and Kowloon Police Pier at 4.15 P.M.
CAPTAIN S. L. RALPH,
Hon. Secretary.
U. S. E. C.
Kowloon, 21st May, 1912. [730]

ENTERTAINMENTS

BIJOU SCENIC THEATRE.

FLOWER STREET.

EVERY EVENING

7.15 P.M. AND 9.15 P.M.

ELECTRIC FANS THROUGHOUT THEATRE.

WE PUT THE WORLD BEFORE YOU

THE PATHE GAZETTE No. 161.

CHRISTMAS BOXES.

THE DIAMOND ROSE.

ECCENTRIC RUBBER COMEDIAN.

WAITING FOR MOTHER.

WIFFLES AND THE MAGIC WAND.

WEARY WIFE GETS A JOB.

Lessee and Manager: R. H. STEPHENSON.

Hongkong, 18th May, 1912. [647]

VICTORIA THEATRE.

Two Performances:

7.15 P.M.—PICTURES ONLY—7.15 P.M.

9.15 P.M.—FULL PROGRAMME—9.15 P.M.

Enormous Success of the Hongkong Favourites.

LITTLE SADIÉ

(The Wonderful Child Actress).

Also

SAMGALE AND MYRA JAMES.

SEE, HEAR AND BELIEVE.

Reappearance of the Famous World's Champion Dancers.

THE BRENNANS.

MATINEES—SATURDAY AND SUNDAY.

AT 4 P.M.

The Magnificent Film of 4,000 feet long.

ZIGOMAR V. NICK CARTER.

FOR A FEW NIGHTS ONLY.

Hongkong, 21st May, 1912. [58]

SCENIC RAILWAY

At the OLD LAND OFFICE in Queen's Road

(opposite the foot of D'Almeida Street).

NEW PICTURES

EVERY SATURDAY.

The New HYDRAULIC SCREEN renders

the scenes so perfectly that passengers may go

ROUND THE GLOBE with all the thrill

and excitement of a railway and steam

journey in the record time of HALF AN

HOUR.

TIME TABLE.

EVERY DAY:

TRAINS at 2 P.M. and every half hour till

10.30 P.M., except 5.00 and 5.30 P.M.

Fare 30 cents.

Children under 12 years of age half fare.

THE COOLEST SHOW IN THE EAST!

ICED AIR PROVIDED.

Hongkong, 15th May, 1912. [671]

PUBLIC COMPANIES

THE CHINA-BORNEO COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY YEARLY

MEETING OF SHAREHOLDERS

of the above Company will be held at the

Company's Office, St. George's Building, at

12.30 P.M. on TUESDAY, the 28th May, 1912,

to receive a Statement of Accounts to the 31st

December, 1911, and the Report of the General

Manager and Consulting Committee and to elect

a Consulting Committee and Auditor.

THE TRANSFER BOOKS of the Company

will be CLOSED from the 14th to the 28th

May, both days inclusive.

THE CHINA-BORNEO CO., LTD.,

General Manager. [690]

Hongkong, 9th May, 1912.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE for 5 Shares,

\$100 paid up, numbered 8776 to 8780,

standing in the Register in the name of

NGAN HING JOO, having been declared LOST.

NOTICE IS HEREBY GIVEN that unless

the said Certificate is produced to the Society

on or before the 23rd day of July next,

a New Certificate for the said Shares will be

issued and the old Certificate will thereafter

be held by the Society as null and void.

By Order of the Board of Directors,
A. B. BOUSE,
Acting Secretary.
Hongkong, 20th May, 1912. [724]

MAN HING CHEUNG & Co.,

MANUFACTURERS AND EXPORTERS

OF HIGH-CLASS

BATTAN AND SEAGRASS FURNITURE,

BAMBOO BLINDS, MATTING, &c., &c.

BEG to inform their Customers and

the General Public that they have now

REMOVED to No. 16, QUEEN'S ROAD

CENTRAL, where they have a large Stock of

Chairs, &c., &c.

Prices Reasonable.

Inspection Cordially Invited.

Orders Promptly executed.

Hongkong, 17th May, 1912. [721]

INTIMATION

BATHING

SEASON 1912.

LANE, CRAWFORD & CO.

ARE NOW SHOWING

NEW

BATHING SUITS

IN ONE AND TWO PIECES.

CHRISTY'S

TOWELS

AND

BATH BLANKETS.

BATH ROBES.

WATER POLO BALLS.

LANE, CRAWFORD & CO.

FOR SALE

A BIG PIECE OF LAND

FOR SALE.

A Piece of LAND situated in the Yunnan Province, in the District of Mang Tse, opposite the East Gate, surrounded with Trees.

Apply to—

MR. OYOUNG YING HON,

Office, Wing On Co.,

299, Des Vaux Road,

Hongkong. [714]

CLEARANCE SALE

(FOR 30 DAYS ONLY)

SILK FANCY GOODS

of all kinds.

At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS!!

D. CHELLARAM,

56, Queen's Road.

Hongkong, 27th April, 1912. [624]

BUTTER. BUTTER.

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND ... 80 cts. per lb.

"DAIRYMAID" ... 75 "

"BUTTERCUP" ... 70 "

"PASTRY" ... 65 "

THE

DAIRY FARM CO., LTD.

[30]

Have you seen our

SHOW WINDOW?

EVERY DAY

over 1,000 people look at it.

GRACA & CO.

Dealers in STAMPS, TOYS, &c.

HONGKONG HOTEL BUILDING,

PRINCE STREET, HONGKONG.

452

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES

CROSSES and HEADSTONES

BLACK, RED and GREY GRANITE

MEMORIALS in Stock.

WRATHS with Glass Shades from \$4 up

BROWN, JONES & Co.,

4, Morrison Hill Road.

Telephone 423.

Hongkong, 18th October 1911. [776]

PIONIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD

ROTEL" LAUNCH can be hired

for Pionic Parties by the Hour or Day.

Apply for Terms to the Manager,

H. HAYNES.

Hongkong, 1st March, 1912. [389]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (\$1,250,000).

Paid-up Capital Fl. 12,401,500 (\$1,033,451).

Reserve Fund Fl. 3,552,570 (\$271,013).

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS:

THE WILLIAMS DRAGONS BANK,

SWISS BANK CORP.

BRANCHES AND AGENTS all over the

World.

THE BANK transacts every description of

Banking and Exchange business, receives money

in Current Account at the rate of 2 per cent. per

annum on Daily balances and accepts Fixed

Deposits at the following rates:

12 months 4 1/2 per annum.

6 months 4 per annum.

3 months 3 1/2 per annum.

E. J. H. VAN DELDEN, Acting Manager,

No. 8, Des Vaux Road Central.

Hongkong, 17th May, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 45,000,000

PAID-UP CAPITAL.....Yen 30,000,000

RESERVE FUND.....Yen 17,500,000.

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:

Antang-Hsien

Calcutta

Canton

Changhai

Dairen (Dalny)

Fukien (Mukden)

Hankow

Hongkong

Kobe

London

Lyons

Nagasaki

New York

Osaka

Peking

San Francisco

Shanghai

Tientsin

Yokohama

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to

be obtained on application.

TAKEO TAKAMICHI,

Manager,

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS ... \$15,000,000

STERLING ... \$15,000,000

SILVER ... \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.

E. SHILLIM, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

James Watson & Co.
The Sole Importers of the East

NAPIER JOHNSTONES'
"SQUARE BOTTLE"

WHISKY.
UNVARIABLE FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, ORAWFORD & Co.,
and from ALL WINE MERCHANTS.

MARTIN'S
APOLLOSTILL
PILLS

A French Preparation for all Venereal Diseases. It is the only medicine that cures the disease in its early stages, and prevents it from becoming chronic. It is also the only medicine that cures the disease in its late stages, and prevents it from becoming fatal. It is the only medicine that cures the disease in its early stages, and prevents it from becoming chronic. It is also the only medicine that cures the disease in its late stages, and prevents it from becoming fatal.

MARTIN'S
APOLLOSTILL
PILLS

As a Rule
you find that the longer
people have used it,
the less inclined they are to
go without it.

Calvert's
Tooth Powder

They know—they can tell from
their teeth—how well the den-
tist does what they want. That
fact is never allowed to
accumulate round teeth which
are kept so beautifully clean.
Then it contains the antiseptic
properties needed, and it polishes
without scratching the enamel,
and is distinctly pleasant to use.

Your local Chemist or Store
is sure to stock and sell it.

F.C. CALVERT & Co., Manchester, Eng.

FOR
NERVOUS EXHAUSTION

LOSS
OF
MEMORY
AND
DEBILITY

to
Feed the
NERVES

CHAPOTEAUT'S
PROPHO-GLYCERATE OF LIME

It increases vitality and nerve
force, cures Neurasthenia, Dyspepsia,
Insomnia, and nervous diseases in adults
and children.

10 CAPSULES, IN WINE, AND IN SYRUP.

新外中港
CHUNG NGOI SAN
(Chinese Daily Press)

PUBLISHED DAILY.
Is the oldest and still most valuable
Advertising medium among the
Native Community.

Established for over FIFTY YEARS
Circulation largely throughout Southern China
Indo-China, etc.

Terms for Advertising (Translation free) can
be obtained at the Office, 10A, Des Voeux Road,
Central, Hongkong. 131, Fleet Street, London
or from the different Agents.
Documents translated from or into Chinese
Colloquial Chinese.

THE UNIVERSITY OF LONDON.
(Continued from yesterday.)

No one in this country, prince, states-
man, or millionaire, not even the "man
in the street" or the plural voter, takes
the slightest notice of these "goings on"
in Berlin, or dreams for a moment that
anything of the kind should go on here.
Yet we are all anxious, even if we are not
afraid, of the German; and there are few,
if any, among us who do not know the
splendid ability as well as the noble devo-
tion of the German Emperor. Why, then,
do we not try to have universities resem-
bling those of Germany? It is nonsense to
say that they are good for Germans, but
would never suit England.

The fact is that the word "university,"
like the word "museum," has in this coun-
try been perverted and applied in such
a way that no ordinary man knows what
it does or what it should signify. If any
school or college or group of colleges ob-
tains permission to call itself a "university"
in English-speaking countries, no one
asks any other question. It is a uni-
versity, and that is an end of the mat-
ter. In the United Kingdom and the
overseas Dominions and Colonies there is
an almost endless variety of so-called
universities. They are to have a congress
in London and call general attention to
themselves this summer. But in Germany
there is only one kind or type of universi-
ty. One of the chief founders of the
University of Berlin (Fichte) wrote words
to this effect: "A university is not a
place where instruction is administered to
young men. It is a corporation or group
of learned men—the 'professors' of the
university—who associate younger men
with themselves in the making of new
knowledge." That is the absolute and
essential quality of a German university.
Further, it is self-governed, not governed
by every person who has at any time
studied there and taken a degree, but
really self-governed, that is to say, gov-
erned by its actual professors, organized in
faculties—philosophy (including natural
and historical sciences), medicine, law,
and theology. Naturally, as the State
supplies all, or nearly all, the funds, there
is a certain but discreetly and sympathet-
ically exercised control on the part of the
State Government. Another great prin-
ciple of the German University is "Lehrfreiheit und Lernfreiheit." Any
graduate can claim permission to teach;
every student is free to go to whatever pro-
fessor's teaching he chooses. There is no
"curriculum," no competitive examina-
tion. The professors whose teaching a
student chooses examine him orally for his
degree.

One of the old English Universities
might be, on the other hand, described as
"the place—one of them is Oxford, the most
beautiful place in the world—where young
men go to live in colleges for six months in
the year in order to have a good time,
learn a little, and take a degree, which is
regarded as a certificate of gentility, and
entitles them to vote for two members of
Parliament and to veto all improvement
in the methods and organization of the
University." The London University
might be similarly described as "the
largest body of committees and sub-
committees in the world—selected chiefly by
the managing committees of a number of
struggling schools and underpaid colleges
in London, and so organized as to defeat
each other's purposes. Should they agree
on any proposition, a large debating
society, consisting of several thousand
persons who have taken degrees by exami-
nations arranged by the reciprocally de-
feating committees, hold a meeting, and,
after eloquent speeches, representing
various conflicting interests and prej-
udices, exercise the power entrusted to them
of rejecting the committees' proposal.
The holders of degrees return a member to
Parliament by their votes. There are
some well-paid officials who carry on the
extensive correspondence and preside over
the meetings of the committees and
graduates. No one would say that the
making of new knowledge is an essential
feature of the Universities of Oxford,
Cambridge, or London. It is an accident
happily not altogether rendered impos-
sible.

The fact is that the fatal piece of
absurdity not perpetrated in any other
country in the world, which consisted in
the giving of a political vote to every
graduate of a British University, and
also of allowing him to interfere in the
management of the University ever after-
wards by submitting every proposal for
improvement to his vote—the vote of Con-
science, as it is called—has paralysed all
natural progress and perverted with pol-
itical and vulgar aims all activity in the
organization and work of those institu-
tions. The professors of the University,
the responsible and honoured teachers and
investigators who do its real work, should
be its governing body, and not the crowd
of former students. One might as well
give everyone who ever stayed in an hotel
a right to veto all the future arrangements
of the management, as thus to allow any
and every graduate of a University to put
his finger in the pie. It is democratic
government, applied in its most naked
form, to a business which requires the un-
selected and approved experts—a business
which cannot benefit by the sanction or
criticism of a mixed crowd.

**TRADE BETWEEN THE PHILIP-
PINES AND UNITED STATES.**
MORE THAN DOUBLED SINCE 1909.

WASHINGTON, April 16th.

Trade of the United States with the
Philippine Islands has more than doubled
since the enactment in 1909 of the law
providing for the free interchange of
merchandise between these islands and
the United States. The total trade with
the Philippine Islands for the 8 months
ending with February, 1912, amounted to
over 30 million dollars, against less than
14 million in the corresponding months
of 1909, the last year prior to the enact-
ment of the law admitting domestic mer-
chandise from the United States into the
Philippines free of duty, and domestic
products except rice of the Philippines
into the United States free of duty. The
figures thus far received by the Bureau of
Statistics, Department of Commerce and
Labour, suggest that the total trade be-
tween the United States and the Philip-
pine Islands during the fiscal year which
ends with the month of June will exceed
40 million dollars, against 20 million in
the year ending June 30th, 1909, the last
fiscal year prior to the enactment of the
law providing for the free interchange of
domestic products of the United States
and the Philippine Islands.

The increase in exports from the
United States to the Philippines since the
enactment of the law above mentioned
occurs in nearly all of the important
articles forming that trade, but is espe-
cially marked in cotton goods, manufac-
tures of iron and steel, and a large
variety of articles, the product of the
manufacturing establishments of the
country. The total value of the cotton
goods exported to the Philippines during
the 8 months ending with February, 1912,
is 3-1/3 million dollars, against less than
1 million in the corresponding months of
1909, the last year prior to the enactment
of the law above referred to. The value
of iron and steel manufactures sent to the
Philippines in the 8 months ending with
February, 1912, is 3-1/2 million dollars,
against 1-1/2 million in the corresponding
months of 1909; of machinery alone the
total for the 8 months ending with
February, 1912, being considerably more
than 1 million dollars, against less than
1/2 million in the corresponding months of
1909. Other manufactures of iron and
steel show a marked increase, including
iron sheets and plates, bars or rods of
steel, structural iron and steel, pipes and
fittings; and under the head of machin-
ery, sewing machines, mining machinery,
and engines. In cotton goods the increase
is especially marked, in cloths of which
the exports to the Philippines in the 8
months ending with February, 1912, were
45-3/4 million yards, were in the same
months of 1909 less than 7 million yards.
In cars and carriages the exports in the 8
months ending with February, 1912,
amounted to more than 1 million dollars,
against 20 thousand in the same months
of 1909; breadstuffs, more than 1 million
dollars, against 600 thousand in the cor-
responding months of 1909; fish, over 400
thousand dollars, in 1912, against 70 thou-
sand in the 8 months ending with Feb-
ruary, 1909; india rubber manufactures,
227 thousand, against 77 thousand in the
same months of 1909; leather and manu-
factures thereof, 553 thousand dollars,
against 297 thousand in the same months
of 1909; mineral oils, nearly 1 million dol-
lars, against a little over 1 million in the
same months of 1909.

On the import side the principal in-
crease in merchandise occurred in sugar
and tobacco; the total value of sugar com-
ing from the Philippine Islands in the 8
months ending with February, 1912, being
8-1/3 million dollars, against 1-1/2 million
in the corresponding months of 1909;
cigars, cigarettes, cheroots, 1 million dol-
lars in the 8 months ending with February,
1912, against between 2 and 3 thousand
dollars in the corresponding months of
1909; copra, 338 thousand dollars in the
8 months ending with February, 1912,
against 200 thousand in the same months
of 1909; and hats, bonnets and hoods of
straw, etc., 238 thousand dollars, against
18 thousand in the same months of 1909.

WM. POWELL, LTD.
Gentlemen's Outfitters.

The "HUSSAR" Collar
PERFECT FITTING.
FOUR FOLD.
HAND DRESSED.
\$5.00 Per Dozen.

WE STOCK THIS COLLAR IN ALL DEPTHS.
Sizes 13 1/2" to 19"

Wm. Powell, Ltd.
GARNER, QUELCH & Co.,
WINE MERCHANTS,
DES VOGUX ROAD CENTRAL.
TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS
AND CIGARETTES obtainable, consistent with price

All Wines and Spirits bottled in Europe by Shippers of
World-wide reputation.

RUBBER COMPANIES.

The accounts of the Consolidated
Malay Rubber Estates for 1911 show a
net profit of £20,000, making with the
sum brought forward, less the commis-
sion payable to the directors, a total of
£23,148. It is proposed to pay a final
dividend of 50 per cent., free of tax,
making 8 1/2 per cent. for the year, to
place £2,000 to general reserve, to write
£1,000 off buildings and machinery and
to carry forward £2,110. The manager's
original estimate for 1911 was 390,000 lb.
of rubber, and the amount secured was
491,977 lb. The proceeds of the new issue
of shares will, it is stated, provide ample
funds to bring all the rubber now planted
to maturity, and admit of extension
being made on the lines on which the
directors have hitherto proceeded. The
crop of dry rubber for 1912 is estimated
at 490,000 lb.

The report of the Sungai Krian Rubber
Estate for the year ended December
31st states that the output of dry rubber
amounted to 30,531 lb., as compared with
8,661 lb. The average net sale price per
lb. was 4s. 7.25d., against 5s. 7.35d. The
manager reports that the labour force is
efficient and ample for all present require-
ments, and that the general health
throughout the year was exceedingly
good. The health of the European staff
has also been very satisfactory. An area
of 350 acres had been interplanted with
coffee (Robusta) by the end of the year.
A further 50 acres to be planted.
The estimated output of rubber for
1912 is 50,000 lb., of which 11,347 lb. had
been obtained up to the end of March.
The profit amounted to £2,356, out of
which dividends on Preference shares
have been paid, leaving a balance of £279,
which the directors have applied in reduc-
tion of preliminary expenses.

The profits of the Kuala Selangor
Rubber Company for 1911 amounted to
£20,737, making with the amount brought
forward, a total of £24,513. The directors
recommend a final dividend of 25 per cent.
(6d. per share), payable on May 23rd, less
tax making a total distribution for the
year of 10 1/4 per cent., leaving £2,563 to
be carried forward. An interim dividend
for the three months ended March 31st,
1912, of 8d. per share, less tax, being at
the rate of 150 per cent. per annum, has
been declared by the directors, payable on
the same date. Since the close of the
financial year the share premium account
has been increased by the sum of £2,400
received on the issue of 8,000 shares at
20s. per share, net, to a sum of £24,500.
Out of this sum the directors propose to
appropriate £20,000 in forming a reserve
account equal to the total capital, and to
utilize the balance of £4,500 in writing
down property account. The expenditure
for 1911 on that part of the estate not yet
being tapped and other capital expenses
amounted to £4,555. During the year 30
acres have been planted and a further 33
acres will be completed shortly. The
total cost of production, including the
whole of London expenses, amounted to
1s. 4.8d. per lb., which figure will prob-
ably be further reduced materially during
1912. The estimate of crop for 1912 is
225,000 lb.

ENGLISH RECORDS to be had
ONLY from
ROBINSON'S
\$1.50 EACH.
NOTE THEY ARE
DOUBLE-SIDED.
PAROELS ON APPROVAL.
94-2]

NOTICES TO CONSIGNEES
TOYO KISEN KAISHA.
NOTICE TO CONSIGNEES.
S.S. "NIPPON MARU."
FROM SAN FRANCISCO, HONOLULU
AND JAPAN PORTS.

THE above-named Steamer having arrived,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for Counter-
signature, and to take immediate delivery of
Cargo from alongside.
Cargo remaining undelivered on FRIDAY,
the 17th inst., at 5 P.M., will be landed at
Consignee's risk and expense and delivery must then
be taken from Company's Godown.
No Fire Insurance whatever will be effected.
No Claims will be recognized after the Goods
have left the Steamer or Godown, and all Goods
remaining undelivered on THURSDAY, the 23rd
inst., afternoon, will be subject to rent and
landing charges.
All chafed and otherwise damaged Cargo to be
left on board or Godown, and examination of
same to be arranged.
All Claims must be filed on or before
THURSDAY, the 30th inst., otherwise they will
not be recognized.
S. MORIMOTO,
Agent.
Hongkong, 14th May, 1912. 712

SWEDISH EAST ASIATIC CO. LTD.,
GOTHENBURG.
NOTICE TO CONSIGNEES.
THE Steamship
"CEYLON"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables are being
landed, and stored at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited,
Kowloon, and West Point Godowns, whence
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 27th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 27th inst., at 9.30 a.m.
All Claims must reach us before the 30th
inst., or they will not be recognized.
Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.
ARTHUR NILSSON & Co.,
Agents.
Hongkong, 20th May, 1912. 725

MITSU BISHI GOSHI KWAISAI
(MITSU BISHI CO.)
COAL DEPARTMENT
SOLE PROPRIETORS OF TAKASIMA
COAL, MUTABA YOSHINOYAMA,
HOJO, KANADA, KAMAZUTTA, SATO
SHINNEW and KAMITANADA.
Collection.
AGENTS FOR
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HEAD OFFICE—MARUNOUCHI,
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KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.
Cable addresses for above, "IWASAKI"
Codes, AT, ABC 5th Ed., Western Union.
AGENTS—
YOKOHAMA: M. ASADA, Esq.
CHINESE: HONG KONG: HONG KONG & Co.
MANTIA: Messrs. Macdonald & Co.
SINGAPORE: Messrs. Borneo Co., Ltd.
For Particulars apply to
Y. SHIBUYA,
Manager,
No. 2, Fokker Street, Hongkong.
Hongkong, 10th August, 1911. 1616

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WEEKLY PRESS, FROM 1862 to 1911.
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On Sale at the "HONGKONG DAILY PRESS"
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Hongkong, 26th March, 1912.

STARS
of the
LONDON
MUSIC HALLS.
WILKIE BARD,
LITTLE TICH,
GEORGE FORMBY,
LILLY WILLIAMS,
GEORGE GROSSMITH,
ALBERT WHELAN,
WHIT CUNLIFFE.

WATSON'S
OLD BLENDED
GLENLIVET
WHISKY.
Guaranteed entirely distilled in
Scotland and thoroughly matured
by age, being shipped from our
stocks of Old Whisky in the West
Highland Bonded Warehouses,
Greenock, Scotland.

A. S. WATSON & Co., Ltd.
ALEXANDRA BUILDINGS.
VESSELS EXPECTED.

THE AMERICAN MAIL.
The T. K. K. str. *Tonyo Maru* sailed from
Yokohama on the 18th inst. for Hongkong and
is expected to arrive at this port on the 25th
inst.
The P. M. str. *Persia* left San Francisco
on the 4th May, for Hongkong, via Hono-
lulu, Yokohama, Kobe, Nagasaki, Naga-
saki and Shanghai, and is due to arrive
at this port on the 1st June.
THE AUSTRALIAN MAIL.
The I.G.M. str. *Prinz Sigismund* left
Sydney on the 4th May, at 11 a.m., and
may be expected here on or about the
27th May.
The E. & A. str. *Empire* left Sydney on
the 6th May, for this port (via Queens-
land Ports, Port Darwin and Manila).
The E. & A. str. *Aldenhurst* left Sydney
on the 11th May, for this port (via
Queensland Ports, Port Darwin and
Manila).
THE CANADIAN MAIL.
The C.P.R. str. *Monteagle* left Van-
couver, B.C. for Hongkong (via usual
port of call) on the 2nd May, a.m.
THE ENGLISH MAIL.
The P. & O. str. *Della* left Singapore
for this port on the 18th May, at 4.30
p.m., with the outward English mails,
and is due here on the 23rd May, at
about 6 a.m.
THE GERMAN MAIL.
The I.G.M. str. *Derfflinger*, carrying
the German mails with dates from Berlin
of the 1st May, left Colombo on the 18th
May, and may be expected here on or
about the 29th May.
MERCHANT STEAMERS.
The American & Oriental Line str.
Agave Prince from New York, having
left Colombo on the 18th May, is expected
here on or about the 27th May.
The "Ben" Line str. *Benlarig* from
Middlesbrough, Leith, and London left
Singapore on the 17th May, for this port.
SHIRE LINE.
Monmouthshire, from London, is due in
Hongkong 3rd June.
BRITISH INDIAN STEAM NAVIGATION CO., LTD.
The str. *Muttra* is due here on the 28th
from Japan, and leaves on the 29th for
Rangoon via the Straits.
The str. *Indra* passed the Suez
Canal on the 10th May, and is due here
on or about 16th June.
The T. K. K. str. *Kiyu* left Valparaiso,
Chili, on the 8th inst. for Hong-
kong and is expected here on the 28th July.

LATEST STEAMER MOVEMENTS.
The H.A.L. str. *Arctida* left Hankow
on the 20th May, a.m., and may be ex-
pected here on or about 25th May, a.m.
The Apec str. *Catherine Apec*, from
Calcutta, left Singapore on the 21st May,
a.m., and may be expected here on or
about the 27th May.
The str. *Glenroy* passed the Suez Canal
on the 10th May, and is due here on or
about 8th June.
The C.P.R. str. *Empress of Japan* left
Yokohama for Victoria and Vancouver,
B.C. on the 21st May, at noon.
The Dodwell Line str. *Manchester*
left Shanghai on the 22nd May,
and is therefore due here on or about
26th May, a.m.
The CHINA STRAM NAVIGATION CO., LTD.
Maitani, from Sandakan, is due in
Hongkong 26th May.

WEATHER REPORT.

On the 22nd at 11:40 a.m.—The Northern depression has passed into the Pacific.

Pressure has increased considerably over Japan in consequence. It has also increased slightly along the China coast and over Formosa.

There appears to be a depression to the S. of the Loochees.

Moderate N.E. winds may be expected along the S.E. coast of China and light or variable winds over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-d. y. 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows.

DISTRICT FORECAST.

Hongkong & Neighbourhood N.E. winds, fresh.

Formosa Channel N.E. winds, moderate.

South coast of China between N.E. winds, moderate.

Hongkong and Hainan Same as No. 1.

N.E. or variable winds, light; cloudy, some rain.

CHINA COAST METEOROLOGICAL REGISTER.

22ND MAY, A.M.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

Vietstock 7.29.96 45 82 NNE 2 0

Namur 6.29.95 45 82 NNE 2 0

Hakodate 6.29.93 45 82 NNE 2 0

Tokyo 6.29.93 45 82 NNE 2 0

Kobe 6.29.93 45 82 NNE 2 0

Yokohama 6.29.93 45 82 NNE 2 0

Kagoshima 6.29.93 45 82 NNE 2 0

Oshima 6.29.93 45 82 NNE 2 0

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Choshi 6.29.93 45 82 NNE 2 0

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SHIPPING IN PORT.

STEAMERS.

BOHEMIA, Austrian str., 2,805, G. Bartole, 19th May—Shanghai 16th May, General—Sander, Weller & Co.

Ceylon Maru, Japanese str., 5,063, M. Toyama, 21st May—Kobe 22nd May, General—Nippon Yusen Kaisha.

CHONGKING, British str., 1,245, McO. Liddle, 20th May—Tientsin 19th May, General—Jardine, Matheson & Co.

CHILDAR, Norwegian str., 1,102, H. Nielsen, 14th May—Manila 11th May, General—Aagaard, Thorsen & Co.

CHINHUA, British str., 1,439, Walker, 20th May—Shanghai 16th May, General—Butterfield & Swire.

CHOYSANG, British str., 1,222, M. Courtney, 21st May—Shanghai 17th May, General—Jardine, Matheson & Co.

ENVIK, Norwegian str., 1,344, Argenson, 20th May—Nanchang 14th May, General—Mitsui Bussan Kaisha.

FUME, British str., 860, C. Wagle, 16th May—Daly 9th May, Beans and General—Aagaard, Thorsen & Co.

HACHING, British str., 1,233, W. C. Passmore, 19th May—Swatow 18th May, General—Douglas, Lapraik & Co.

HALOTIS, Dutch str., 1,070, P. Fris, 20th May—Singapore 14th May, Bulk Oil—Asiatic Petroleum Co.

HANGCHOW, British str., 999, W. W. Kay, 13th May—Amoy 11th May, General—Butterfield & Swire.

HANOI, French str., 1,200, G. Bouhier, 19th May—Pakhoi 17th May, General—A. R. Martz.

HIKOKU MARU, Japanese str., 2,477, Yoshihara, 18th May—Moji 12th May, Coal—Moji 12th May, Coal—Mitsui Bussan Kaisha.

HONGKONG MARU, Japanese str., 2,454, T. Sagara, 21st May—Moji 16th May, Coal—Toyo Kisen Kaisha.

JOHANNES, German str., 954, H. Island, 18th May—Haiphong 10th May, Rice and General—Johsen & Co.

KARIN, German str., 1,904, G. Schalkier, 21st May—Touane 18th May, General—Johsen & Co.

KIRIN MARU, Japanese str., 3,801, M. Deguchi, 13th May—Singapore 7th May, General—Nippon Yusen Kaisha.

KUTSANG, British str., 3,103, R. C. D. Bradley, 16th May—Moji 11th May, General—Jardine, Matheson & Co.

KWONG ENG, German str., 1,650, E. Klummet, 17th May—Bangkok 11th May, Rice—Melchers & Co.

LANDRAT SCHEIFF, German str., 1,016, O. Bruger, 16th May—Bangkok 8th May, Rice and Teakwood—Chinese.

LAISANG, British str., 2,296, E. J. Tadd, 20th May—Calcutta 4th May, General—Jardine, Matheson & Co.

LOONGHONG, British str., 1,738, W. G. G. Lensek, 21st May—Manila 18th May, General—Jardine, Matheson & Co.

MARIN, German str., 1,169, H. Schalkier, 20th May—Saigon 16th May, Rice and General—Johsen & Co.

MEXICO MARU, Japanese str., 6,063, W. Kobayashi, 18th May—Shanghai 16th May, Flour and General—Osaka Shosen Kaisha.

NIPPON MARU, Japanese str., 3,452, W. E. Filmer, 14th May—San Francisco 17th April, Mails and General—Toyo Kisen Kaisha.

PETER BERG, Russian str., 3,173, M. W. Weide, 12th May—Moji 7th May, Meal—Bradley & Co.

PHEUMPHEN, British str., 1,056, Jas. Scott, 16th May—Saigon 10th May, Rice and General—Chinese.

RUBI, American str., 1,408, S. A. Crosby, 17th May—Manila 14th May, General—Shawm, Bence & Co.

SEANG CHONG, British str., 3,775, W. T. Larkins, 16th May—Singapore 10th May, General—Chinese.

SINGAPORE, British str., 1,047, F. Jamieson, 18th May—Haiphong 17th May, General—Butterfield & Swire.

TJIKINI, Dutch str., 2,888, A. Older, burger, 20th May—Batavia 11th May, Sugar—Java-China-Japan Lija.

WURU, British str., 1,227, H. J. Howard, 19th May—Chefoo and Dalny 14th May, General—Butterfield & Swire.

CHILDREN OF FAR CATHIA.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

BY CHAS. J. HALCOMBE.

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SOLIGNUM IS DEATH TO THE WHITE ANT.

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HONGKONG AND CANTON.

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May 18th, 1912.

The Prices are given in Dollars Cent.

Butcher's Meat.

Meat, Pork, Beef, Mutton, Lamb, etc.

Meat, Pork, Beef, Mutton, Lamb, etc.

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SINGAPORE QUOTATIONS.

Singapore, May 9th, 1912.

(Messrs. TALL AND EVATT'S LIST.)

BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER. B.C.
SEATTLE &
PORTLAND (Or.)

VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON PORTS.

FOR MANILA	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (OR.)
OCEANO.....15th June	OCEANO.....27th June

To be followed by other Steamers of the Company at
regular intervals.
Callings at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed Sailings:
S.S. DUNERIO" ... 3,000 tons ... End of May, 1912.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

From HONGKONG: 25th May. From COLOMBO: 10th June.

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REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
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Frequent Sailings from HONGKONG connecting with the Company's Steamers
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A HOLIDAY AT HOME AND A WAY
TOGETHER THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the attractions of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
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PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury Splendidly appointed "Homes on the Water."
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Meals for epicures under the superintendence of master of International Repute.

The Cost is not more by this route with its unvalued opportunities,
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via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
Civil Service, on application.

STEAMERS	Tons	Starting	1912
PERSIA	9,000	TUESDAY	11th June, at 1 P.M.
KOREA	18,000	TUESDAY	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY	2nd July, at 1 P.M.
CHINA	16,000	TUESDAY	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY	16th July, at 1 P.M.
NILE	11,000	TUESDAY	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY	27th Aug., at 1 P.M.

* INTERMEDIATE STEAMERS.

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FRED J. HALTON, AGENT.

TELEPHONE No. 141.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hollo and Cebu	On 30th May, 4 P.M.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Hollo and Cebu	

For Freight or Passage, apply to
HONGKONG 20th May, 1912.

SEWAN, TOMES & Co., General Managers,
PHILIPPINES S.S. CO.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ AND PORT SAID.
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.
TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 4th June, 1912, Daylight.
Superior accommodation for 1st and 2nd Class Cabin and Storage passengers. Cheap
rates, Hongkong-Trieste Venise, £50 1st, £35 2nd Class. No surtax, no tips, no inside
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.
S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOREA via SHANGHAI about
30th May.

S.S. "E. FRANZ FERDINAND," 12,300 tons, will leave for TRIESTE, Fiume and
VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUERZ,
PORT SAID, on 1st June.

These steamers are fitted with comfortable one class accommodation for saloon
passengers. Cheap rates, Hongkong-Trieste, Venise £43, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to—

SANDER, WIELER & Co., Agents.

HONGKONG, 8th May, 1912. Prince's Building.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS TONS SAILING DATE

MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUERZ and PORT SAID

KITANO MARU Capt. F. E. Cope, 9,000 { WED'DAY, 5th June, at Daylight.

IYO MARU Capt. R. Takeda, 7,000 { WED'DAY, 19th June, at Daylight.

VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA

KAMAKURA MARU Capt. K. Asakawa, 7,000 { TUESDAY, 4th June, at 4 P.M.

TAMBA MARU Capt. S. Wada, 7,000 { TUESDAY, 18th June, at 4 P.M.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

NIKKO MARU Capt. M. Yagi, 6,000 { FRIDAY, 7th June, at Noon.

KUMANO MARU Capt. M. Winkler, 6,000 { FRIDAY, 5th July, at Noon.

BOMBAY via SINGAPORE, KAWACHI MARU Capt. Christiansen, 7,000 { MONDAY, 27th May.

KOBE and YOKOHAMA TANGO MARU Capt. K. Kawara, 8,000 { THURSDAY, 6th June.

NAGASAKI, KOBE and YOKOHAMA KUMANO MARU Capt. M. Winkler, 6,000 { WED'DAY, 5th June, at Noon.

SHANGHAI, MOJI and KOBE WAKASA MARU Capt. N. Nielsen, 7,000 { WED'DAY, 5th June.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only
† Calling at Keelung.

THE NEXT STEAMER FROM HONGKONG—

"KIRIN MARU," 4,000 tons, Capt. Deguchi, Saturday, 1st June.

"MIKE MARU," 4,000 tons, Capt. Yoshikawa, Saturday, 15th June.

RUSSIAN VOLUNTEER FLEET.

THE Steamers of the RUSSIAN VOLUNTEER FLEET will from now on regularly call at
Hongkong according to the dates of sailing printed below.

First-class Steamers manned by European crews only.
Low passage rates.
Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and
fresh water baths. First-class cuisine. Experienced Surgeons carried, and attendance and
medicaments free.

PROJECTED SAILINGS FROM HONGKONG:
HOMEWARD. OUTWARD.

VIA SINGAPORE, PENANG, COLOMBO, JIBUTI, HODEIDA, JEDA, PORT SAID, BEYROUT, CONSTANTINOPLE, THRODOSTA, BATAUM, ONESIA.

VIA NAGASAKI, VLADIVOSTOK.

S.S. S.S.

"EKATERINOSLAVL," 6,581 R.T., Commander O. Tjelsma, 24-25 May.

"KOURSKE," 6,403 R.T., Commander G. Padalka, 16-17 June.

"PERM," 4,149 R.T., Commander J. Kaban, 27-28 July.

"NIJINOVGOROD," 3,367 R.T., Commander S. Kostrominoff, 10-11 Sept.

"VORONEJ," 5,616 R.T., Commander Ret. Rear Admiral P. Oranovsky, 5-6 Oct.

"KOSTROMA," 3,503 R.T., Commander V. Petrov-Tokareff, 31 Oct.-1 Nov.

"YAROSLAVL," 4,494 R.T., Commander L. Alexoff, 23-24 Nov.

"KOURSKE," 6,400 R.T., Commander G. Padalka, 21-22 Dec.

"PERM," 4,149 R.T., Commander J. Kaban, 13-14 June.

"MOGHILEV," 6,200 R.T., Commander J. Stalck, 14-15 July.

"NIJINOVGOROD," 3,367 R.T., Commander S. Kostrominoff, 8-9 Aug.

"VORONEJ," 5,616 R.T., Commander Ret. Rear Admiral P. Oranovsky, 3-4 Sept.

"KOSTROMA," 3,503 R.T., Commander V. Petrov-Tokareff, 29-30 Sept.

"YAROSLAVL," 4,494 R.T., Commander L. Alexoff, 22-23 Oct.

"KOURSKE," 6,400 R.T., Commander G. Padalka, 22-23 Nov.

"PERM," 4,142 R.T., Commander J. Kaban, 12-13 Dec.

"VLADIMIR," 2,620 R.T., Commander Ret. Rear Admiral J. Skalsky, 23-25 Dec.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok, Tsuruga and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express Trains. Also a line between Vladivostok and Kamohatsu and Saghalien ports.

For Freight, passages and further particulars, apply to—

CAPTAIN D. A. LUKHMANOFF, AGENT.

TELEPHONE No. 1224. HOTEL MANSION, Nos. 12/A and 14, Third Floor.

SHIPPING

ARRIVALS.

DAIWIN MARU, Japanese str., 876, D. Fuchigami, 22nd May-Swallow 21st May, General-Osaka Shosen Kaisha.
 ORTEGUE, British str., 3,897, Jas. Findlay, 22nd May-Kutchinotzu 16th May, General-Bank Line, Ltd.
 QUINTA, German str., Setzinger, 22nd May-Bangkok 15th May, Rice-Siemssen & Co.
 RAJABURI, German str., 1,004, K. Bargholz, 21st May-Bangkok 14th May, General-Butterfield & Swire.
 TRIUMPH, German str., 769, W. Langschwager, 22nd May-Swallow 21st May, General-Jensen & Co.
 TUNGSHING, British str., 1,173, L. Hussey, 22nd May-Wuhu and Chinkiang 17th May, General-Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 May 22nd.
 CEYION MARU, Japanese str., for Cebu, Fri, Norwegian str., for Cebu.
 PETER BERG, Russian str., for Russia.
 SINGAN, British str., for Haiphong.

DEPARTURES.

May 22nd.
 AIKOKU MARU, Japanese str., for Moji.
 CHOYANGSHING, British str., for Canton.
 CHONGANG, British str., for Canton.
 COLOMBO MARU, Japanese str., for S'hai.
 HIRANO MARU, Japanese str., for Swatow.
 KATO MARU, Japanese str., for Swatow.
 KUKIANG, British str., for Tsingtau.
 KUTSANG, British str., for Calcutta.
 MITSUBISHI MARU, Japanese str., for S'hai.
 SIKANG, French str., for Haiphong.
 TUPANAN, Dutch str., for Yokohama.

SHIPPING REPORT.

The British str. *Tungshing* reports: From Wosung to Heishan, light variable winds and S.E. swell, then fog and S.W. wind and moderate sea to Tung Yung Island, from there moderate S.W. monsoon and sea, hazy to the vicinity of Swatow, when heavy rain squalls were encountered, from thence to port calm and fine weather.

PASSENGERS.

ARRIVED.
 Per *Rajaburi*, from Bangkok, Mr. F. Prohl.

DEPARTED.

Per *Rubi*, for Manila, Mr. and Mrs. A. Gomes, Miss M. Norton, Mr. Julius Margolin, Rev. Father Rodriguez, Mr. J. B. Anderson, Mr. H. Bennett, Mr. Charles Henry Sout, Mr. and Mrs. W. Baldwin, Mr. Mohammed and Mohammed Khan.
 Per *Hirano Maru*, for Japan, etc., Col. Wright, Lieut. Hitchcock, Lieut. Wiltshire, Mr. Miyazaki, Mr. and Mrs. Shirai and 3 children, Mrs. G. V. Lee and 3 children, Mr. L. M. King, Mr. T. Croon, Miss M. Weaver, Mr. J. V. Miller, Mrs. Crowther, Mr. J. B. Anderson, Mr. G. Kunick, Mrs. Plant Levy and 2 children, Mr. W. A. Wheeler, Miss T. Peters, Mr. W. F. Knight and Mr. J. Anthony.
 Per *Miyazaki Maru*, for London, Mr. Payne, Mr. T. Tidd, Mrs. J. P. Jensen, Mr. S. Sakai, Mr. Morris, Mr. Ruiz, Mr. and Mrs. Hutchinson, Mrs. N. Takahashi, Miss M. Matsuo, Mrs. J. L. Klien, Mrs. Hadley, Miss Hadley, Mr. and Mrs. Howard, Mrs. Haden, Miss M. Corbett, Mr. and Mrs. Okada, Mr. and Mrs. Muroi, Eng. Lieut. C. J. Allan, Mrs. Y. Takeuchi, Capt. and Mrs. Francis, Mr. and Mrs. Leever, Mr. Penningworth, Mr. W. C. Jacks, Mr. F. Burgas, Mr. Aytun, Mr. Maruta, Mr. Koshida, Mrs. Takeuchi, Mrs. J. R. Johnson, Mr. and Mrs. de Apetegnia, Mrs. A. G. Gordon, Miss H. Gordon, Miss Gordon, Master Gordon, Mrs. Macdonald, Mr. and Mrs. Jenkins, Mr. D. Maudsley, Miss Weston, Messrs. G. Linton, J. Wilson, Barbour, T. MacLeod, Giddes and Jose Gutierrez.
 Per *Jongolia*, for San Francisco, etc., Mr. V. J. Gunn, Capt. and Mrs. A. M. Wetherell, infant and nurse, Mrs. J. A. Brittain, Miss E. Luther, Miss E. M. Hills, Mrs. W. F. Wilson, Mr. H. D. Thoy, Miss M. Averill, Mr. K. Himes, Mr. and Mrs. H. S. Haddad, Miss H. M. Bolles, Judge A. Barretto, Mr. Ross Birchett, Miss E. Danby, Mr. W. T. Morison, Miss K. Strickler, Major D. Kelcher, U.S.A., Mr. W. B. Rickette, Mrs. E. M. Fairchild, Mr. R. F. Florentino, Mr. H. E. Cudler, Mr. and Mrs. A. van Ansh, Lieut. E. T. Smith, U.S.A., Mr. F. H. Cottingham, Mrs. E. O. Clayton, Miss M. P. Stetler, Mr. H. L. Comstock, Mr. and Mrs. C. P. Lomax, Dr. and Mrs. E. Z. Simons, Miss A. Beach, Capt. and Mrs. D. C. Anderson, Mr. A. H. Orme, Mr. E. C. Gollo, Mrs. G. S. Noble, Mrs. J. Webb, Miss A. Gooch, Mr. and Mrs. L. W. Manches, Mrs. C. B. Hewitt, Mr. and Mrs. E. C. Howe, Mr. P. B. Bentley, Mr. H. B. Chapman, Miss R. E. Atwell, Mr. H. E. Bolles, Miss D. Kelcher, Mr. M. J. Raymond, Mr. A. Schwaef, Mr. M. Pryn, Consul-General and Mrs. W. H. Nichols, Capt. G. Fairchild, Miss S. Fairchild, Capt. R. P. Stoneburn, U.S.A., Mr. P. Desbrock, Miss Ida K. Jeanlee, Mr. R. P. Tizon, Mr. M. Calmann, Mr. H. N. Curran, Mr. S. W. Reeves, Mrs. K. G. Smithers, Mr. and Mrs. Chas. A. Low, Mrs. J. F. Comstock, Mr. and Mrs. A. Burbank, Capt. and Mrs. H. G. David, U.S.A., Mr. and Mrs. F. W. Goehner, Mr. and Mrs. R. H. Hearn, Dr. J. W. Noble, Miss L. B. Boocock, Mrs. J. W. Smith, Miss F. Stacey, Miss A. Clarke, Mr. and Mrs. C. J. McKee, Mr. R. de Mar, Mr. K. Matsuda, Mr. L. J. Decker, Capt. Geo. Bardale, Mr. A. Ranft, Mr. H. Noyes, Mrs. J. A. Badger, Miss M. Dean, Mr. F. Hammer, Mrs. M. B. Berthoff, Mr. O. F. Rickett, Miss D. Thoesen, Mr. W. F. Taylor, Mr. and Mrs. A. B. Kelley, Mr. J. F. Muench, Dr. C. L. McCarty, Lieut. T. J. Johnson, U.S.A., Mr. H. A. Wright, Mr. and Mrs. W. Cubitt, Mrs. J. P. Bronfield, Miss W. H. Michael, Lieut. and Mrs. J. F. Harris, Mr. H. W. Clark, Rev. and Mrs. J. Lake, Mrs. W. D. Beach, Mr. and Mrs. T. L. Norval, Mrs. A. H. Page and 2 children and Mr. D. Wray de Pre.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1", next to Hong Kong "2", midway between Hong Kong and Kowloon "3", and those vessels berthed at the Kowloon Wharf "4", together with the number denoting the section.

1. From Green Island to the Harbour Master's Office				2. From Harbour Master's Office to Blake Pier				3. From Blake Pier to Naval Yard				4. From Naval Yard to East Point			
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DATE.	DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DATE.	DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DATE.	DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DATE.
LONDON, via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	LONDON, via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	LONDON, via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	LONDON, via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—
LONDON & ANTWERP, via SINGAPORE, &c.	BORNEO	Brit. str.	—	LONDON & ANTWERP, via SINGAPORE, &c.	BORNEO	Brit. str.	—	LONDON & ANTWERP, via SINGAPORE, &c.	BORNEO	Brit. str.	—	LONDON & ANTWERP, via SINGAPORE, &c.	BORNEO	Brit. str.	—
LONDON & ANTWERP.	GREENSHIRE	Brit. str.	—	LONDON & ANTWERP.	GREENSHIRE	Brit. str.	—	LONDON & ANTWERP.	GREENSHIRE	Brit. str.	—	LONDON & ANTWERP.	GREENSHIRE	Brit. str.	—
LONDON, ROTTERDAM & ANTWERP.	DENBIGHSHIRE	Brit. str.	—	LONDON, ROTTERDAM & ANTWERP.	DENBIGHSHIRE	Brit. str.	—	LONDON, ROTTERDAM & ANTWERP.	DENBIGHSHIRE	Brit. str.	—	LONDON, ROTTERDAM & ANTWERP.	DENBIGHSHIRE	Brit. str.	—
ROTTERDAM, HAMBURG & ANTWERP, &c.	BAITERN	Ger. str.	—	ROTTERDAM, HAMBURG & ANTWERP, &c.	BAITERN	Ger. str.	—	ROTTERDAM, HAMBURG & ANTWERP, &c.	BAITERN	Ger. str.	—	ROTTERDAM, HAMBURG & ANTWERP, &c.	BAITERN	Ger. str.	—
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	—	ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	—	ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	—	ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	—
ROTTERDAM, HAMBURG & ANTWERP, &c.	BOADIA	Ger. str.	—	ROTTERDAM, HAMBURG & ANTWERP, &c.	BOADIA	Ger. str.	—	ROTTERDAM, HAMBURG & ANTWERP, &c.	BOADIA	Ger. str.	—	ROTTERDAM, HAMBURG & ANTWERP, &c.	BOADIA	Ger. str.	—
MARSEILLES, HAVRE & HAMBURG, &c.	STROTHIA	Ger. str.	—	MARSEILLES, HAVRE & HAMBURG, &c.	STROTHIA	Ger. str.	—	MARSEILLES, HAVRE & HAMBURG, &c.	STROTHIA	Ger. str.	—	MARSEILLES, HAVRE & HAMBURG, &c.	STROTHIA	Ger. str.	—
MARSEILLES, LONDON & ANTWERP, via SINGAPORE, &c.	KITANO MARU	Jap. str.	—	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, &c.	KITANO MARU	Jap. str.	—	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, &c.	KITANO MARU	Jap. str.	—	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, &c.	KITANO MARU	Jap. str.	—
MARSEILLES, HAMBURG & ANTWERP, &c.	ANDALUSIA	Ger. str.	—	MARSEILLES, HAMBURG & ANTWERP, &c.	ANDALUSIA	Ger. str.	—	MARSEILLES, HAMBURG & ANTWERP, &c.	ANDALUSIA	Ger. str.	—	MARSEILLES, HAMBURG & ANTWERP, &c.	ANDALUSIA	Ger. str.	—
MARSEILLES, HAVRE & HAMBURG, &c.	LIBERTY	Ger. str.	—	MARSEILLES, HAVRE & HAMBURG, &c.	LIBERTY	Ger. str.	—	MARSEILLES, HAVRE & HAMBURG, &c.	LIBERTY	Ger. str.	—	MARSEILLES, HAVRE & HAMBURG, &c.	LIBERTY	Ger. str.	—
VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	MEXICO MARU	Jap. str.	—
VICTORIA, B.C. & SEATTLE, via SHANGHAI, &c.	KAMAMURA MARU	Jap. str.	—	VICTORIA, B.C. & SEATTLE, via SHANGHAI, &c.	KAMAMURA MARU	Jap. str.	—	VICTORIA, B.C. & SEATTLE, via SHANGHAI, &c.	KAMAMURA MARU	Jap. str.	—	VICTORIA, B.C. & SEATTLE, via SHANGHAI, &c.	KAMAMURA MARU	Jap. str.	—
VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	CHICAGO MARU	Jap. str.	—	VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	CHICAGO MARU	Jap. str.	—	VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	CHICAGO MARU	Jap. str.	—	VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	CHICAGO MARU	Jap. str.	—
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, TRIESTE, TUNIS, VENICE, via SINGAPORE, &c.	E. P. FREDERICK	Brit. str.	—	NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, TRIESTE, TUNIS, VENICE, via SINGAPORE, &c.	E. P. FREDERICK	Brit. str.	—	NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, TRIESTE, TUNIS, VENICE, via SINGAPORE, &c.	E. P. FREDERICK	Brit. str.	—	NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, TRIESTE, TUNIS, VENICE, via SINGAPORE, &c.	E. P. FREDERICK	Brit. str.	—
NEW YORK.	MUNCASTER CASTLE	Brit. str.	—	NEW YORK.	MUNCASTER CASTLE	Brit. str.	—	NEW YORK.	MUNCASTER CASTLE	Brit. str.	—	NEW YORK.	MUNCASTER CASTLE	Brit. str.	—
BOSTON & NEW YORK, via PORT & SUBS CANAL.	WALTON HALL	Am. str.	—	BOSTON & NEW YORK, via PORT & SUBS CANAL.	WALTON HALL	Am. str.	—	BOSTON & NEW YORK, via PORT & SUBS CANAL.	WALTON HALL	Am. str.	—	BOSTON & NEW YORK, via PORT & SUBS CANAL.	WALTON HALL	Am. str.	—
VANCOUVER, via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	VANCOUVER, via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	VANCOUVER, via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	VANCOUVER, via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—
VANCOUVER, via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	VANCOUVER, via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	VANCOUVER, via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	VANCOUVER, via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—
VANCOUVER, via SHANGHAI, JAPAN, &c.	OGANO	Brit. str.	—	VANCOUVER, via SHANGHAI, JAPAN, &c.	OGANO	Brit. str.	—	VANCOUVER, via SHANGHAI, JAPAN, &c.	OGANO	Brit. str.	—	VANCOUVER, via SHANGHAI, JAPAN, &c.	OGANO	Brit. str.	—
SAN FRANCISCO, via SHANGHAI, JAPAN, &c.	MONGOLIA	Am. str.	—	SAN FRANCISCO, via SHANGHAI, JAPAN, &c.	MONGOLIA	Am. str.	—	SAN FRANCISCO, via SHANGHAI, JAPAN, &c.	MONGOLIA	Am. str.	—	SAN FRANCISCO, via SHANGHAI, JAPAN, &c.	MONGOLIA	Am. str.	—
SAN FRANCISCO, via SHANGHAI, JAPAN, &c.	NIPPON MARU	Jap. str.	—	SAN FRANCISCO, via SHANGHAI, JAPAN, &c.	NIPPON MARU	Jap. str.	—	SAN FRANCISCO, via SHANGHAI, JAPAN, &c.	NIPPON MARU	Jap. str.	—	SAN FRANCISCO, via SHANGHAI, JAPAN, &c.	NIPPON MARU	Jap. str.	—
SAN FRANCISCO, via SHANGHAI, JAPAN, &c.	RESALA	Am. str.	—	SAN FRANCISCO, via SHANGHAI, JAPAN, &c.	RESALA	Am. str.	—	SAN FRANCISCO, via SHANGHAI, JAPAN, &c.	RESALA	Am. str.	—	SAN FRANCISCO, via SHANGHAI, JAPAN, &c.	RESALA	Am. str.	—
AUSTRALIAN PORTS.	NAKURA	Jap. str.	—	AUSTRALIAN PORTS.	NAKURA	Jap. str.	—	AUSTRALIAN PORTS.	NAKURA	Jap. str.	—	AUSTRALIAN PORTS.	NAKURA	Jap. str.	—
AUSTRALIAN PORTS, via MANILA.	NIKKO MARU	Jap. str.	—	AUSTRALIAN PORTS, via MANILA.	NIKKO MARU	Jap. str.	—	AUSTRALIAN PORTS, via MANILA.	NIKKO MARU	Jap. str.	—	AUSTRALIAN PORTS, via MANILA.	NIKKO MARU	Jap. str.	—
AUSTRALIAN PORTS, via MANILA.	PRINCE SIGISMUND	Jap. str.	—	AUSTRALIAN PORTS, via MANILA.	PRINCE SIGISMUND	Jap. str.	—	AUSTRALIAN PORTS, via MANILA.	PRINCE SIGISMUND	Jap. str.	—	AUSTRALIAN PORTS, via MANILA.	PRINCE SIGISMUND	Jap. str.	—
YOKOHAMA & KOBE, via SHANGHAI.	PERIA	Am. str.	—	YOKOHAMA & KOBE, via SHANGHAI.	PERIA	Am. str.	—	YOKOHAMA & KOBE, via SHANGHAI.	PERIA	Am. str.	—	YOKOHAMA & KOBE, via SHANGHAI.	PERIA	Am. str.	—
YOKOHAMA & KOBE.	MUTTRA	Brit. str.	—	YOKOHAMA & KOBE.	MUTTRA	Brit. str.	—	YOKOHAMA & KOBE.	MUTTRA	Brit. str.	—	YOKOHAMA & KOBE.	MUTTRA	Brit. str.	—
KOBE & MOJI.	LAISANG	Brit. str.	—	KOBE & MOJI.	LAISANG	Brit. str.	—	KOBE & MOJI.	LAISANG	Brit. str.	—	KOBE & MOJI.	LAISANG	Brit. str.	—
KOBE & YOKOHAMA.	PRINCE SIGISMUND	Jap. str.	—	KOBE & YOKOHAMA.	PRINCE SIGISMUND	Jap. str.	—	KOBE & YOKOHAMA.	PRINCE SIGISMUND	Jap. str.	—	KOBE & YOKOHAMA.	PRINCE SIGISMUND	Jap. str.	—
KOBE & YOKOHAMA.	TANGO MARU	Jap. str.	—	KOBE & YOKOHAMA.	TANGO MARU	Jap. str.	—	KOBE & YOKOHAMA.	TANGO MARU	Jap. str.	—	KOBE & YOKOHAMA.	TANGO MARU	Jap. str.	—
NAGASAKI, KOBE & YOKOHAMA.	KUMANO MARU	Jap. str.	—	NAGASAKI, KOBE & YOKOHAMA.	KUMANO MARU	Jap. str.	—	NAGASAKI, KOBE & YOKOHAMA.	KUMANO MARU	Jap. str.	—	NAGASAKI, KOBE & YOKOHAMA.	KUMANO MARU	Jap. str.	—
JAPAN.	YAMAGUCHI MARU	Jap. str.	—	JAPAN.	YAMAGUCHI MARU	Jap. str.	—	JAPAN.	YAMAGUCHI MARU	Jap. str.	—	JAPAN.	YAMAGUCHI MARU	Jap. str.	—
MEXICAN, PERUVIAN & CHILEAN, via JAPAN.	HONGKONG MARU	Jap. str.	—	MEXICAN, PERUVIAN & CHILEAN, via JAPAN.	HONGKONG MARU	Jap. str.	—	MEXICAN, PERUVIAN & CHILEAN, via JAPAN.	HONGKONG MARU	Jap. str.	—	MEXICAN, PERUVIAN & CHILEAN, via JAPAN.	HONGKONG MARU	Jap. str.	—
TIENTSIN, via WEIHAIWEI.	CHONGSHING	Brit. str.	—	TIENTSIN, via WEIHAIWEI.	CHONGSHING	Brit. str.	—	TIENTSIN, via WEIHAIWEI.	CHONGSHING	Brit. str.	—	TIENTSIN, via WEIHAIWEI.	CHONGSHING	Brit. str.	—
WEIHAIWEI & TIENTSIN.	CHONGSHING	Brit. str.	—	WEIHAIWEI & TIENTSIN.	CHONGSHING	Brit. str.	—	WEIHAIWEI & TIENTSIN.	CHONGSHING	Brit. str.	—	WEIHAIWEI & TIENTSIN.	CHONGSHING	Brit. str.	—
SHANGHAI.	CHONGSHING	Brit. str.	—	SHANGHAI.	CHONGSHING	Brit. str.	—	SHANGHAI.	CHONGSHING	Brit. str.	—	SHANGHAI.	CHONGSHING	Brit. str.	—
SHANGHAI, via SWATOW.	CHONGSHING	Brit. str.	—	SHANGHAI, via SWATOW.	CHONGSHING	Brit. str.	—	SHANGHAI, via SWATOW.	CHONGSHING	Brit. str.	—	SHANGHAI, via SWATOW.	CHONGSHING	Brit. str.	—
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SHANGHAI, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—	SHANGHAI, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—	SHANGHAI, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—	SHANGHAI, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—
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SHANGHAI, TIENTSIN, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—	SHANGHAI, TIENTSIN, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—	SHANGHAI, TIENTSIN, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—	SHANGHAI, TIENTSIN, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—	SHANGHAI, MOJI, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—	SHANGHAI, MOJI, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—	SHANGHAI, MOJI, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—
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SHANGHAI, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—	SHANGHAI, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—	SHANGHAI, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—	SHANGHAI, KOBE & YOKOHAMA.	CHONGSHING	Brit. str.	—
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SHANGHAI, MOJI & KOBE.	CHONGSHING	Brit. str.	—	SHANGHAI, MOJI & KOBE.	CHONGSHING	Brit. str.	—	SHANGHAI, MOJI & KOBE.	CHONGSHING	Brit. str.	—	SHANGHAI, MOJI & KOBE.	CHONGSHING	Brit. str.	—
SHANGHAI, YOKOHAMA, KOBE & MOJI.	CHONGSHING	Brit. str.	—	SHANGHAI, YOKOHAMA, KOBE & MOJI.	CHONGSHING	Brit. str.	—	SHANGHAI, YOKOHAMA, KOBE & MOJI.	CHONGSHING	Brit. str.	—	SHANGHAI, YOKOHAMA, KOBE & MOJI.	CHONGSHING	Brit. str.	—
SHANGHAI.	CHONGSHING	Brit. str.	—	SHANGHAI.	CHONGSHING	Brit. str.	—	SHANGHAI.	CHONGSHING	Brit. str.	—	SHANGHAI.	CHONGSHING	Brit. str.	—
ANPING, via SWATOW & AMOI.	CHONGSHING	Brit. str.	—	ANPING, via SWATOW & AMOI.	CHONGSHING	Brit. str.	—	ANPING, via SWATOW & AMOI.	CHONGSHING	Brit. str.	—	ANPING, via SWATOW & AMOI.	CHONGSHING	Brit. str.	—
TAMU, via SWATOW & AMOI.	CHONGSHING	Brit. str.	—	TAMU, via SWATOW & AMOI.	CHONGSHING	Brit. str.	—	TAMU, via SWATOW & AMOI.	CHONGSHING	Brit. str.	—	TAMU, via SWATOW & AMOI.	CHONGSHING	Brit. str.	—
SWATOW, AMOI & FOCHOW.	CHONGSHING	Brit. str.	—	SWATOW, AMOI & FOCHOW.	CHONGSHING	Brit. str.	—	SWATOW, AMOI & FOCHOW.	CHONGSHING	Brit. str.	—	SWATOW, AMOI & FOCHOW.	CHONGSHING	Brit. str.	—
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MANILA.	CHONGSHING	Brit. str.	—	MANILA.	CHONGSHING	Brit. str.	—	MANILA.	CHONGSHING	Brit. str.	—	MANILA.	CHONGSHING	Brit. str.	—
MANILA, CEBU & LOILO.	CHONGSHING	Brit. str.	—	MANILA, CEBU & LOILO.	CHONGSHING	Brit. str.	—	MANILA, CEBU & LOILO.	CHONGSHING	Brit. str.	—	MANILA, CEBU & LOILO.	CHONGSHING	Brit. str.	—
MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—
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MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—
MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—
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MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—
MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—
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MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—
MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—
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MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, CEBU, LOILO & CEBU.	CHONGSHING	Brit. str.	—
MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—	MANILA, MANGABIN, LOILO & CEBU.	CHONGSHING	Brit. str.	—
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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin R.N.R.	Daylight 24th May.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon 25th May.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO Capt. W. H. S. Hall	About 29th May.	Freight and Passage.
SHANGHAI, MOI, KOBE, SIMLA AND YOKOHAMA	SIMLA Capt. C. D. Goldsmith R.N.R.	About 30th May.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,

Acting Superintendent.

Hongkong, 20th May, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 23rd May, 10 a.m.
SHANGHAI	"CHINHUA"	On 23rd May, 4 p.m.
SHANGHAI	"ANHUI"	On 25th May, 11 a.m.
WEIHAUWEI and TIENTSIN	"KUDICHOW"	On 27th May, 4 p.m.
MANILA, CEBU and ILOILO	"TEAN"	On 28th May, 4 p.m.
SHANGHAI	"CHENAN"	On 30th May, 4 p.m.
SHANGHAI	"LINAN"	On 1st June, 11 a.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Select accommodation Amidships. Electric Fans fitted; Extra State-rooms on Deck, aft. Select accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to

HONGKONG, 20th May, 1912.

BUTTERFIELD & SWIRE,

AGENTS.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE. (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN EMPIRE	On 31st May.	On 25th May.
ST. ALEANS	On 28th June.	On 22nd June.

The above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.

AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HATTAN"	Capt. J. S. Beach	FRIDAY, 24th May, at 11 a.m.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 28th May, at 11 a.m.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 31st May, at 11 a.m.

For SWATOW AND RETURN.

(Occupying 5 Days).

"HAIMUN"	Capt. A. D. Stewart	SUNDAY, 26th May, at 10 a.m.
		WEDNESDAY, 29th May, at 11 a.m.

Passengers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, L'ABRIE & Co.,

GENERAL MANAGERS.

Hongkong, 20th May, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Liepzig, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA ... 29th May.

S.S. SEGOVIA ... 6th June.

S.S. SILESIA ... 20th June.

S.S. FURST BUELOW 27th June.

HOMEWARD.

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. ARCADIA ... 25th May.

FOR MARSEILLES, HAVRE & HAMBURG:

S.S. CITRONIA ... 1st June.

FOR HAVRE, BREMEN & HAMBURG:

S.S. SCANDIA ... 5th June.

FOR MARSEILLES, HAMBURG & ANTWERP:

S.S. ANDALUSIA ... 13th June.

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. RAYEEN ... 18th June.

FOR MARSEILLES, HAVRE & HAMBURG:

S.S. LISERLA ... 27th June.

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. BADENIA ... 29th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 20th May, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	W. E. Filmer	TUESDAY, 28th May, NOON.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 28th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO, at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BOYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and COBONEL VIA MOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUITUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 4th Aug., at Noon.
BOYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overseas Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 p.m.
	"TACOMA MARU"	6,178	TUESDAY, 11th July, at 1 p.m.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 p.m.
VICTORIA, B.C. & TACOMA VIA SHANG- HAI, MOI, KOBE, YOKKAICHI, AND YOKO- HAMA	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 p.m.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 p.m.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 p.m.

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:

From Manila	... G. \$130.00
From Hongkong, Shanghai and Keelung	... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	... G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	... G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMBUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 26th May, at Noon.
ANPING VIA SWATOW, and AMOY	"BOSHU MARU"	WEDNESDAY, 29th May, at 10 a.m.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Building

S. HIRAI,

MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 5th June, 1912, at 9 a.m.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

THURSDAY, 23RD MAY, 1912.

8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

FRIDAY, 24TH MAY, 1912.

8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 26TH MAY.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLSANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

[143]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOI	"CANTON"	6,500	About 4th July.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

AETHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		I leave HONGKONG		Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)		Due PLYMOUTH (London 1 day later)	
Steamer	Tons	NOON, SATURDAY		Steamer	Tons	SATURDAY	FRIDAY		
DEVANHA ...	8000	May	25	CHINA ...	8000	June 22	June	28	
DELTA	8000	June	8	MACEDONIA	10500	July 6	July	12	
ARCADIA ...	7000	June	22	MOREA ...	11000	July 20	July	26	
ASSAYE	7500	July	6	MARMORA ...	10000	Aug. 4	Aug.	10	

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON—£71.10 SINGLE, £136.14 RETURN.

2nd SALOON—£43.10 SINGLE, £82.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSFER) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

Proposed Sailings:

STEAMERS	Leave HONGKONG	Days LONDON
	Tonnage	about
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26
SIMLA	6000	July 10

These Steamers call also at SINGAPORE,

SILK RIBBONS AND COMMON RIBBONS

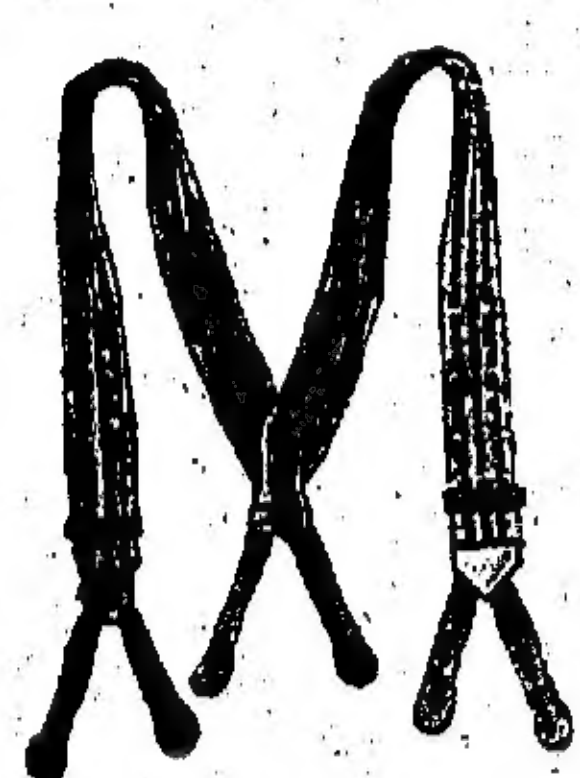
in all sizes and designs are exhibited in my Sample-Showrooms
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.

**PET. WILH. KROMMES,
ELBERFELD.**

General Agent for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 17th May, 1912. [48-11]



BRACES

AND

BELTS.

The requirements of the
MODERN CHINESE!

Samples from 3/- per doz. up to the most stylish and fashionable
designs may be seen at the Showrooms at

HUGO C. A. FROMM,

4, QUEEN'S BUILDINGS.

GENERAL AGENT FOR HONGKONG AND CHINA OF

**C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany).**

Hongkong, 17th May, 1912. [48-12]



OBTAINABLE FROM—
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
Hongkong, 17th May, 1912. [48-22]

POST OFFICE NOTICE

PUBLIC HOLIDAY AND WHIT MONDAY.

Friday, the 24th inst., being a Public Holiday, and Whit Monday, the 27th inst., being a General Holiday, the Post Office will be open as follows:—
On Friday from 9 a.m. till Noon and from 3 till 5 p.m.
On Whit Monday from 9 till 11 a.m. only.
There will be no delivery of letters and a collection from the Pillar Boxes on each day.
The Money Order Office will be entirely closed on both days.
The Parcel Mail to Europe will close at 5 p.m. on Friday next as usual.

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
suspended:—Hupei and Hunan.

The Delta, with the English Mail left Singapore on Saturday, the 18th instant, at 4.30 p.m., and may be expected here to-day. This packet brings Parcel Mail, closed in London, for despatch by the all sea route on the 17th April and for despatch overland on the 24th April.

The Anhai, with the Siberian Mail is due to arrive here to-day.

The Decanah, with the Siberian Mail, is due to arrive here to-morrow.

FOR	PER	DATE
Holhow, Tourane and Quinhon	Triumph	Thursday, 23rd, 10.00 A.M.
Macao	Sui Tai	Thursday, 23rd, 1.15 P.M.
Shanghai and North China	Chinkua	Thursday, 23rd, 3.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	DELTA	Thursday, 23rd, 5.00 P.M.
Swatow, Amoy, Formosa and Foochow	Haitan	Friday, 24th, 10.00 A.M.
Amoy and Formosa	Tsikiu	Friday, 24th, 11.00 A.M.
Macao	Sui Tai	Friday, 24th, 1.15 P.M.
Philippine Islands, Timor, Australia, Tasmania and New Zealand	Eastern	Saturday, 25th, 10.00 A.M.
Japan via Kobe	Laisang	Saturday, 25th, 10.00 A.M.
STRATES, BURMAH, CEYLON, ADELPHIDE, WESTERN AUSTRALIA, INDIA, ADEK, BOYOT and EUROPE via BRINDISI	Devanah	Saturday, 25th, 10.00 A.M.
(Late Letters 11.00 to NOON. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The Parcel Mail will be closed to-morrow, at 5 p.m.		
Philippine Islands	Loongang	Saturday, 25th, 1.00 P.M.
Macao	Sui Tai	Saturday, 25th, 1.15 P.M.
Swatow	Choyang	Saturday, 25th, 5.00 P.M.
Weihaiwei and Tientsin	Cheonghing	Saturday, 25th, 5.00 P.M.
Shanghai and North China	Anhua	Saturday, 25th, 5.00 P.M.
Swatow	Haitan	Sunday, 26th, 9.00 A.M.
Swatow, Amoy and Formosa	Daijin Maru	Sunday, 26th, 9.00 A.M.
Weihaiwei and Tientsin	Kuichow	Monday, 27th, 3.00 P.M.
Straits, and India via Calcutta	Kuichow	Tuesday, 28th, 10.00 A.M.
Shanghai, North China, Japan, via Moji, Victoria B.C., and United States via Tacoma	Mexico Maru	Tuesday, 28th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	Haitan	Tuesday, 28th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE, VIA SIBERIA)	Nippon Maru	Tuesday, 28th, 10.00 A.M.
Philippine Islands	Tsikiu	Wednesday, 29th, 10.00 A.M.
Swatow	Haitan	Thursday, 30th, 3.00 P.M.
Shanghai and North China	Chenau	Thursday, 30th, 3.00 P.M.
Straits and Burmah	Fasilka	Thursday, 30th, 3.00 P.M.
Sandakan	Mauang	Thursday, 30th, 3.00 P.M.

COMMERCIAL

CLOSING QUOTATIONS.

On	May 22nd
LONDON	
Telegraphic Transfer	2-1
Bank Bills, on demand	2-1
Bank Bills, at 30 days' sight	2-1
Bank Bills, at 4 months' sight	2-1
Credits, at 4 months' sight	2-1
Documentary Bills, 4 months' sight	2-1
PARIS	
Bank Bills, on demand	25 1/2
Credits, at 4 months' sight	25 1/2
GERMANY	
On demand	206 1/2
NEW YORK	
Bank Bills, on demand	49
Credits, at 60 days' sight	50
BOMBAY	
Telegraphic Transfer	150 1/2
Bank, on demand	150 1/2
CALCUTTA	
Telegraphic Transfer	150 1/2
Bank, on demand	150 1/2
SHANGHAI	
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
YOKOHAMA	
On demand	98 1/2
MANILA	
On demand	99
SINGAPORE	
On demand	86 1/2
BATAVIA	
On demand	121 1/2
HAIPHONG	
On demand	14 1/2 p.m.
SAIGON	
On demand	75
BAHAR	
On demand	75
GOVERNMENT, Bank's Buying Rate	19.85
GOLD LEAF, 100 fine, per tael	151.70
BAR SILVER, per oz.	83 1/2

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces
Chinese	10 " "
Hongkong	20 " "
Hongkong	10 " "

MAILS VIA SIBERIA.

Europe	Asia
May 4th.	May 21st.

SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 21ST, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS—CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$135, buyers
China Borneo Company, Limited	60,000	\$12	all	\$11, sales
China Light and Power Company, Limited	50,000	\$5	all	\$2, sales
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8.60, sales
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	7 1/2	all	\$22
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$56, buyers
Hongkong and Whampoa Dock Co., Ltd.	60,000	\$50	all	\$49
New Amoy Dock Co., Limited	10,000	\$61	all	\$61, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 86
Green Island Cement Co., Limited	400,000	\$10	all	\$41, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$22, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$110
Manila Metropolitan Hotel Limited	8,000	Pa. 19	all	\$70, buyers
Hongkong Ice Company, Limited	15,000	\$25	all	\$29
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$21 1/2
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$12 1/2, buyers
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$50	all	\$50
China Fire Insurance Co., Limited	20,000	\$100	all	\$132
China Trade Insurance Co., Limited	24,000	\$83.33	all	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$50	all	\$50, sales
North China Insurance Co., Limited	10,000	\$15	all	Tls. 140
Union Insurance Society, Limited	12,400	\$50	all	\$100
Yangtze Insurance Association, Limited	12,000	\$100	all	\$195, Ex 75
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$106
Hampshire Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sal. & sel.
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34
Shanghai Land Investment Co., Limited	75,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53, buyers
Maatschappij tot Exploitatie van Landbouwgronden in Langkat	25,000	Gds. 10	all	Tls. 67
MINEING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/6
Tromps Mines, Limited	160,000	\$1	all	7/6
Heawood Tin and Bismuth Estate, Ltd.	715,280	2/-	all	4/9, sales
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$1.20
Philippines Co., Limited	50,000	\$10	all	\$5, buyers
RAFFIA.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sales
Lomon Sugar Refining Co., Limited	7,000	\$100	all	\$34
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$104, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$65, f. l./don
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	buy, £7. 2s. 6d.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	114/-, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$33, buyers
South China Morning Post, Limited	10,000	\$5	all	\$20, buyers
Steam Laundry Company, Limited	20,000	\$25	all	\$51, buyers
STORAGE AND REFRIGERATION.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Powell, Limited	15,000	\$7	all	\$61, buyers
Watkins, Limited	10,000	\$10	all	\$3, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5, sales
Weigmann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	13,200	\$60	all	\$55, sellers
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy,	\$10	all	\$4
Union Waterboat Co., Limited	100 shares	\$10	all	\$40
50,000	\$10	all	\$7 1/2, buyers	

Para Rubber in London	Daily Wars	Amount	Value	Interest	Quotation.
Chinese Imperial 1386	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.	VERNON & SYMTH, Share Brokers

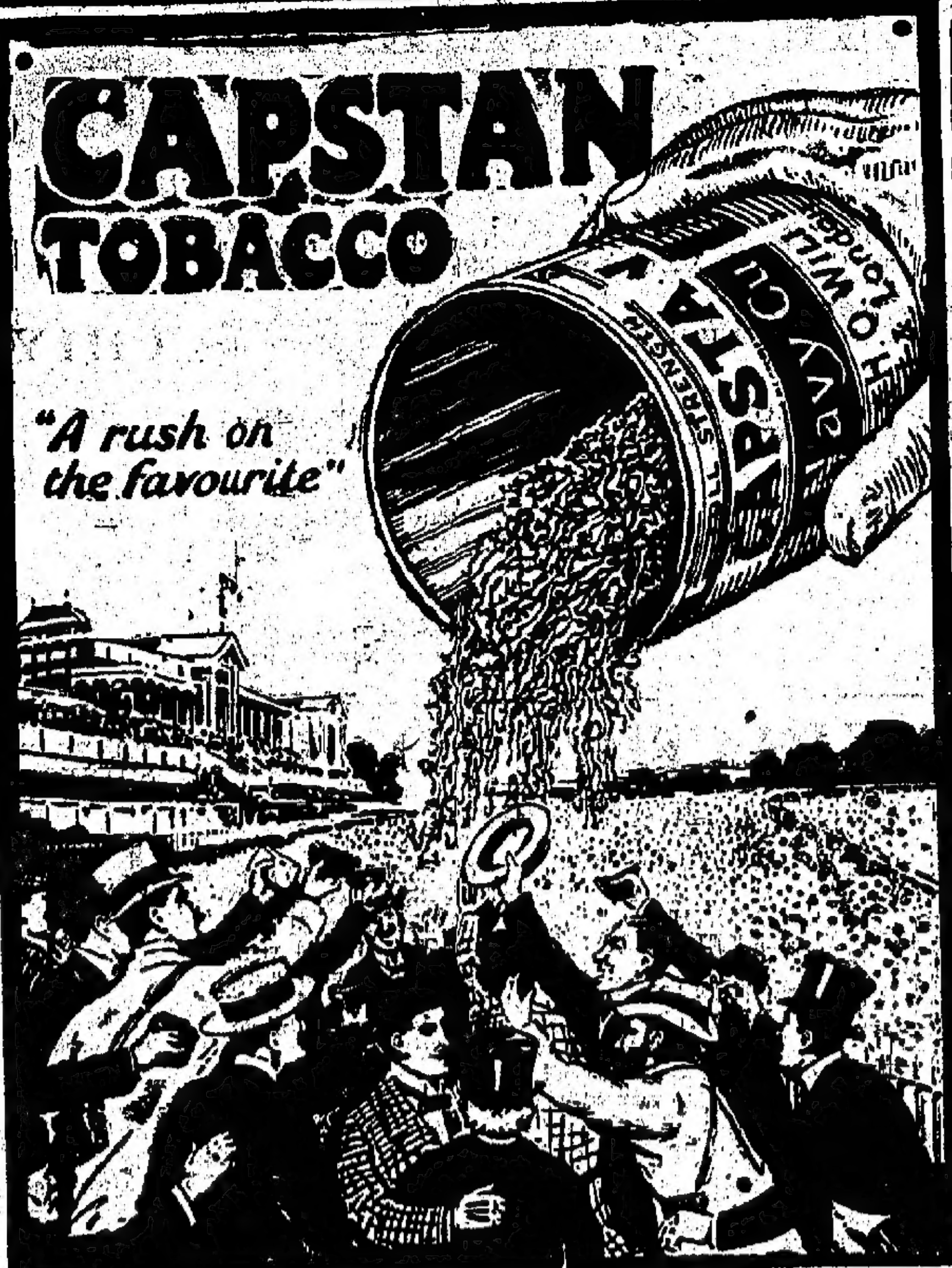
TO-MORROW

Empire Day.
Public Holiday.
9 a.m.—Special Service for Children in St. John's Cathedral.
4 p.m.—Church Body "At Home" to Rev. and Mrs. Moyle at St. Paul's College.

FORTHCOMING EVENTS.

Saturday, 25th May—
12.30 p.m.—Fourteen Ordinary Annual Meeting of the "Star" Ferry Co., Ltd., at the Office of Messrs. Dodwell & Co., Ltd.
3 p.m.—Gymkhana Second Meeting at Happy Valley.
Sunday, 26th May—
Whit Sunday.
Queen Mary's Birthday (1867).
Monday, 27th May—
Whit Monday.
Public Holiday.
Boys Own Club Sports.

Quotations are—	May 10th
Malwa No. 1	\$3,250/3,275 per picul.
Malwa No. 2	\$3,290/3,300
Malwa No. 3	\$3,325/3,340
Malwa No. 4	\$3,350/3,360
Malwa No. 5	\$3,375/3,385
Malwa No. 6	\$3,400/3,410
Malwa No. 7	\$3,425/3,435
Malwa No. 8	\$3,450/3,460
Malwa No. 9	\$3,475/3,485
Malwa No. 10	\$3,500/3,510
Malwa No. 11	\$3,525/3,535
Malwa No. 12	\$3,550/3,560
Malwa No. 13	\$3,575/3,585
Malwa No. 14	\$3,600/3,610
Malwa No. 15	\$3,625/3,635
Malwa No. 16	\$3,650/3,660
Malwa No. 17	\$3,675/3,685
Malwa No. 18	\$3,700/3,710
Malwa No. 19	\$3,725/3,735
Malwa No. 20	\$3,750/3,760



TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL
WARRANT awarded our Company
for Milk."



MILKMAID

CONDENSED MILK.
STERILIZED NATURAL
MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.

P. B. BURGOYNES & CO., LTD.

WINE GROWERS TO THE ROYAL HOUSEHOLDS.
SPECIALLY SELECTED AUSTRALIAN WINES.

CLARET.	Reserve	Per Case Quarts	\$18.00
"	No. 1	Pints	\$18.00
"	"	Quarts	\$17.00
"	"	Pints	\$18.00
BURGUNDY.	Reserve	Quarts	\$18.00
"	"	Pints	\$19.00
HOCK	"	Quarts	\$18.00
"	"	Pints	\$19.00
CHABLIS	"	Quarts	\$18.00
"	"	Pints	\$19.00
SHERRY	"	Quarts	\$18.00
"	No. 1	"	\$17.00

For Local Consumption, Duty Extra. Sample given to bona-fide Customers.
SOLE AGENTS—
GANDE, PRICE & CO., LTD.,
WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL, HONGKONG.
Telephone No. 185.

IMPORTANT TO ENGINEERS. ANTI-FRICTION METAL

"MARINE BEARING"

FOR LINING BEARINGS

AND

FRICTIONAL PARTS OF MACHINERY.

Is the best in the Market.



ATLAS METAL & ALLOYS CO. LTD.

52, QUEEN VICTORIA STREET, LONDON, E.C.
Large and Old Established Manufacturers of
ANTI-FRICTION METAL.

SOLE AGENTS—
WILLIAM C. JACK & CO. LTD.
14, DES VOGES ROAD CENTRAL, HONGKONG.
Telephone: 385 and 388. Telegrams: "MARINEWORK."

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